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366 • December 2003

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TakingItEasy

Who needs all that highfalutin equipment in hospital operating rooms? At an isolated hospital in Peru's Andes Mountains, a patient couldn't be airlifted to a full-service hospital in time to save his life from a brain injury. But as luck would have it, there was a hardware store in a small town nearby so the doctor was able to buy a drill and pliers. He was able to **drill some holes in the skull** to remove the clots that were putting pressure on the brain. (It must have hurt but what the hell, he'll be around to tell the tale.)

A man was fleeing the police in a high-speed chase. So what did he do? **He repeatedly called 911** on his cell phone, asking the operators to tell the police to stop chasing him.

A mother gave birth on the subway in Boston by just letting the baby drop (and slide in the fluids). At first she pretended that **she didn't know where it came from** (seriously), then she picked it up, assuring people she was fine and didn't need help. She made her way to the hospital with blood and fluids dripping all over the place. (She's been referred for evaluation, a wise decision.)

This is a story from Germany. The father had caught an eel and brought it home for dinner. But his children refused to eat it. **So the eel has lived in their bathtub**—for 33 years! You may be wondering what the family does when they want to bathe. Well, Aalfred (the eel's name) is temporarily relegated to a bucket.

A mother said her 13-year-old daughter was improperly suspended (for having oral sex aboard a school bus) because **the school never spelled out** what kind of behavior is unacceptable. Hey, a blowjob is always acceptable around here.

Now here's some food for thought. Right after a journal report on increased use of **posthumous sperm** extraction (so the family line can be continued even after the death of the father), comes another report than an Israeli researcher had grown maturing ovarian tissue in the lab after extracting it from aborted fetuses. If his work eventually paves the way for fully developed eggs, it would mean that a baby could be born even though her mother never was.

They think differently in different parts of the world. In a town in Iraq a woman was gunned down by U.S. soldiers who said she charged at them, despite orders to halt, intending to explode the 10 grenades she was carrying. Some Iraqis treated her as a courageous martyr, but her family was disgusted with her, **not because they're pro-American,** but because she shamed them by leaving home without permission. Her father said, "Had she returned home, I would have killed her myself and drunk her blood."

Business is good for **"pet psychics"** who not only claim to understand animals' emotions in human terms but work with a "client base" that has included spiders, an iguana, a snake, a hawk, a camel and cockroaches. They do most of their work remotely by having the pet stand close to the telephone (at about $25 for 15 minutes). The Animal Planet channel has a weekly program, *Pet Psychic*. Here are a couple of impressive revelations: Spiders mostly express interest in not being killed, and one French poodle's issue was supposedly the dog's having imaged everything in French instead of English. Uh huh…right.

A guy was sentenced to at least seven months in prison for a series of episodes on state roads where 27 people had contacted authorities to report that a motorist had driven nude, **with the horn blasting,** while vigorously masturbating. The guy told the judge that he believes his behavior stemmed from feeling neglected as a child and later by his wife but said he is making substantial progress. (My question: How can you tell if another motorist is masturbating? Maybe he had an open convertible and the complaints came from big rigs?)

A fired police officer, convicted of **fondling eight women** during traffic stops, said he was filing a lawsuit against the police department for inadequate training. (I kid you not.)

An 87-year-old man was arrested for allegedly trying to kill his 86-year-old wife. He said he was tired of doing things for her such as answering the phone and discovering it was someone calling her and not him. So he pulled his wheelchair up behind her and **smashed her several times** with a lead pipe—so hard that he fell out of his chair onto his wife's bloody heap on the floor. When he was told that she didn't die, he said she was a "tough old bird."

Next time you hear someone moan and groan about the economy, let them know about a restaurant in New York City that has **a $45 burrito** on its menu—with a filling of filet mignon and truffles.

The following is mind-boggling: Last year's edition of the Washington, D.C., public school system's standardized-test guide for elementary students was such a disaster of errors and typos that the new edition was anticipated to be a showcase of near-perfection. But some critics told *The Washington Post* that this year's guide was **even more embarrassing.** For example: one question, showing an image of nine flowers, asks the student to count them out, but the only multiple-choice answers available were numbers between 22 and 30.

S *catalogue:* ***30 years of Crap*** *in Contemporary Art* opened in Canada. And it seems to be just what you might think it would be. And that's about all the crap we could dredge up this month. Ride easy!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 366 • DECEMBER 2003

FEATURES

Teamwork Chopper 8
NHL Dallas Stars Derian Hatcher's "Star Quality" Stroker's custom.

Tru Blue 18
Donnie Smith's personal girder front end, Softail chopper.

What it is…is what it ain't! 56
Gina Snyder's Bourget blaster.

Humpin' 79
Billy Lane's hubless Camel Bike.

Hell on Wheels 98
Barry Cooney's daring devil.

Long Live the King 150
100th Anniversary Harley-Davidson Road King

READERS' RIDES

James Keigans 145
and his 2000 Special Construction.

Eric "EJ" Johnson 146
and his 1995 Sportster.

James S. Hunter 147
and his 1997 Dyna Wide Glide.

Todd Lachance 148
and his 1999 FXSTB.

PLUS: 32 pages of Harley's 100th Party — PLUS the latest Roadware Collection!

Our cover is a composite of two models and images used for illustrative purposes only, pursuant to written model releases.

The next liver-quiverin' issue goes on sale December 9, 2003. **Printed in the USA.**

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SPECIAL FEATURES

Milwaukee Madness 36
Harley's 100th Party!

Holiday Gift Guide 46
Do they make Biker Mistletoe?

What's New at Victory 49
The 2004 Kingpin and much more.

MORE POWER! 67
S&S Cycle's 145-cu.-in. Tribute Motor.

ARTICLES

Sugar Bear's Panhead 42
He's put in more miles backing up to the curb than you've had riding!

Reno Toy Run 53
It's that time of year again and there's no better season to ride for a cause.

Airea 5150 Bike 104
Scott Daugherty wanted a wild ride and he got one...in spades.

Avoid Travelling With Your Family 104
Let's face it, they're a pain in the ass!

The Ride 112
An old scoot, a new rider, and our tribute to brother George Jupin.

A Cake For Harley 116
A very *Easyriders* celebration... yeah, we got cake on her tits!

THE TECH GARAGE

Wheel Guide 106
The real deal on slick wheels.

Product Review 133
EGuard Systems' Engine Monitor.

Climax Cycle Controls 135
Install the world's coolest handlebars.

***Easyriders*/J&P Cycles** 138
Build-a-Bike Giveaway! It's Ready!

DEPARTMENTS

Taking It Easy 3

Wordmonger 6

Parts Box 16

Toy Runs 2003 24

Easynews 27

Tech Letters 34

Fox Hunt Winner 98

In The Wind 70

Fox Hunt Contest 84

Bikers Bulletin Board 130

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WordMonger

Thanks From Iraq

Just some thanks from Iraq—thanks for keeping up the great mags and pics. We riders without our bikes appreciate it.

Nathaniel King
Iraq

We'll keep the magazines and the dreams of riding free coming, just come home safe.

Where's The Fender?

On Page 11 of the August '03 issue there's a bike with a one-of-a-kind paint job. In the text it says that painter, Vince, had just finished the front fender. Please tell me, have I drunk myself half blind or is the fender still hanging in the paint shop? Because I sure don't see it on the bike.

Half Mile
Waukesha, Wisconsin

Vince Goodeve is a true paint wizard. He painted the front fender to match the front tire so perfectly...that you can't even see it. Amazing!

He's In Love

I never thought I'd write to a magazine, and I don't expect I ever will again, but I have to tell you, in a world (and a magazine) inundated by perky, cookie-cutter, forgettable blondes, your cover and centerfold model (May 2003) Jazzy Jesse absolutely blew me away. I've never seen another model anywhere that made such an impression.

Please do whatever it takes to show us more of her. Star her in an *Easyriders* video! Start another magazine with her modeling by every feature bike.

If she starts a Web site, I'll subscribe. If you launch an all-Jesse, all-the-time biker mag, I'll subscribe. If you bring her along on the Easyriders Bike Show tour in 2004, I'm there (actually, I'll be there anyway).

Shawn McGill
Louisville, Kentucky

Tell you what Shawn, go ahead and subscribe and we'll work the details out later. How's that.

Keep 'em Coming

I can't help but laugh at the endless debate over the "jug specs" of the ladies featured in your mag. Some preach the bigger-is-better sermon, extolling the virtues of basketball-sized boobs, hubcap areolas, and nipples as big as cruise missiles. Others are die-hard members of the anything-over-a-mouthful-is-wasted club.

Hey, dudes, I gotta say, I love 'em ALL! And deep down inside, don't you too—really? Search your souls, guys. A little less eye makeup would do for me, but please keep 'em coming!

Smokey Bone
Eufaula, Alabama

Wild-Ass Custom

I was reading about the *Great Biker Build-Off* in the August issue. There's a wild-ass looking custom on Page 108 with its back rim open. A couple of my bros and I were wondering just how it's able to stay on without wobbling, or is it still an unfinished project?

We'd like to see a more detailed article on this custom. I'm guessing it was a Billy Lane creation. Nice job.

James Martin Jr.
Dibol, Texas

Your wish is our command, James. You're talking about Billy Lane's Camel bike that we are featuring on Page 78 of the issue that is in your hands.

Thanks

I'm writing to thank you for publishing the photo and article on my brother Don Dunkirk's bike in the August 2003 issue, Page 143.

He would have been so proud to have seen it in your magazine. Unfortunately, he passed away on January 2, 2003, at the age of 42. It has meant so much to his three sons (Larry, age 23; Brandon, age 13; and Cody, age 7) and his entire family to see his bike in your magazine.

Thank you so much for doing this.

Debbie Gesel (Don's sister)
Taylorville, Illinois

Our pleasure, Debbie. Sorry for your loss. May Don ride free in Harley heaven.

Free In The Breeze

After 35 years of tolerating our required helmet law, Pennsylvania motorcyclists are now able to ride helmet-free, as of September 4, 2003. We've come close to repealing the law several times in the recent past but always came up short or got screwed at the last minute with an amendment being added to the bill just before the vote.

Being a Pennsylvania native, I can't tell you how long I've been waiting for this day. On my numerous trips to the Jersey shore, the first thing I do when I hit the Delaware border is pull over, stash my helmet, and let my hair fly free in the breeze. Now I'll be able to do it every single day.

I'd like to thank the Pennsylvania chapter of ABATE for fighting for our right to ride free and to congratulate them on their well-deserved victory. Way to go, guys! We all owe you big time!

Anyone want to buy a helmet?

Mike Herbein
Pennsylvania

No Longer Dismayed

I was becoming dismayed by all the flashy new customs featured with their huge, aftermarket engines and excessive bodywork. I just bought and began to read the July issue and wanted to say "Right on" for Chica Customs'chops you featured.

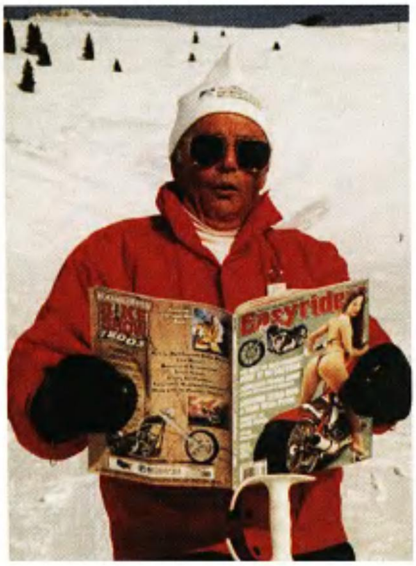
Good to see a Harley that's real.

Vincent Rock
B.C., Canada

Good Reading

My 80-year-old father says, "*Easyriders* is good reading."

Mike Starner
Marion, Ohio



Needs Morale Booster

My name is Chief Warrant Officer Clyde Skimmerhorn, and I'm currently deployed to Baghdad. Just recently I received an *Easyriders* magazine in the mail. My eyes lit up as I read your cool articles about soldiers.

Please continue to boost my morale and my fellow soldiers' who ride by publishing my address for anyone who wishes to make a soldier's day after 14 hours on patrol, drinking hot water, going without food, coming back to base camp, praying to get a letter:

CW2 Skimmerhorn
HHT, RSS 2nd ACR
Unit #92396
APO AE 09322-2396

Any women wishing to send photos with their motorcycles, feel free. God bless America and *Easyriders*.

Clyde Skimmerhorn
Baghdad

Choice Words From Great Britain

Don't know about you over there but every week when I get my custom 883s out, the saddos that ride around on their Jap racers take the piss and tell me I'm old and boring. Well, bollocks to them anyway.

Simon's my name and I'm 35. I've had a Harley for the last few years and thought I might come back over to Britain's neighbors and say "hi" around November time. I'm going to be renting a bike and flying into San Francisco, then riding across to Las Vegas. If anyone has any suggestions on where to stay, where to rent a bike, etc., please e-mail me at: swebb@interglow.co.uk.

Simon Webb
England

Too Damned Expensive

Thanks for the great work through the pages of your mag. My little bro keeps me fed with the monthly issues, since I'm deployed to a mountainous desert region.

I just can't help but mention one thing though. If John T. Wilcher (August issue) spent half as much time riding his hot V-Rod as he does bragging about what he spends on it, the aftermarket prices on custom parts for building my scoot wouldn't be so damned expensive. Get out and ride it rather than putting every gaudy piece of trinket you can find on it.

SPC. Josh Howell
Afghanistan

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DERIAN HATCHER'S "STAR QUALITY" CUSTOM...

TEAMWORK CHOPPER

Derian Hatcher is one of the most respected players in the NHL. For all you ice-challenged riders out there who might not know a blue line from a redline, this guy's a class act, no bull all the way. He's the team captain of the Dallas Stars, and with Derian what you see is what you get. Naturally, any custom motorcycle this guy would call his own would have to be just as solid and straightforward as its owner.

Rick Fairless at Strokers Dallas, the old Easyriders Store [*the same beer and bike joint it's always been—all that's changed is the name on the sign*], dialed into all of that right away. "We'd already built or sold probably 10 bikes or more to members of the Stars," he says, obviously all guys that Derian Hatcher knew well. In fact, Derian himself had been down to Strokers a lot, riding in on his Heritage Softail.

Well, after seeing all those customs around the place, both finished and in the works, it wasn't too long before he started thinking about one of his own. "And I did my usual deal when a guy starts asking questions," says Rick. "I gave him a stack of magazines to take home and told him to look through them all, picking out the things he liked and would like to include in a motorcycle we'd build."

Now, it's been Rick's experience that most guys, especially sports figures getting into custom bikes, will maybe just draw up a couple of loose pictures and come back with a vague outline of what they're looking for. Not Derian. "This guy did his homework," says Rick. Derian came back knowing and showing the exact brand and style of wheels he wanted, what sort of fenders the bike had to have, the frame and front end's style and size, the exhaust—everything. "I mean he really did some research to get the look he wanted," Rick says.

Every one of those magazines Rick had lent him had Post-It notes sticking out of the pages, marking the bikes and the photographs Derian was most interested in. "All our customers should get so savvy so quick," Rick wishes. Of course Derian picked out the colors, too.

As you'd suspect, Derian Hatcher's a big guy. What's that saying, "I went to a fight, and a hockey game broke out?" The bike had to be built to fit him.

He wanted a no-fooling-around, badass chopper, and he wanted it proportioned to fit him. Rick started out with the standards, the bones of many a Strokers Dallas custom and the stuff that works, a Daytec frame with a hefty 10-up/4-out stretch this time, and a 121-inch TP Engineering motor. All of the stuff Derian picked went into the mix, the 20-over Pat Kennedy front end and spoked rim, the fenders, the tank, the controls, the mirrors—the works. A couple of months after Rick got the word to go, Derian went riding out the door on this bright-orange beauty. His Dallas Stars "No. 2" was right on the tail.

Derian's been with the Stars for 12 years, riding this chop for the past two. All that's about to change, though, both the hockey team and maybe the motorcycle. See, after 12 years in Dallas Derian's just signed with Detroit, traveling north from the Lone Star State to become a Red Wing. "And now I'm wondering," says Rick, "I'm wondering if he's going to want to change those 'Stars' we ghosted into the orange paint for some Red Wings?" Rick probably needn't worry. You don't paint over a dozen great years in Dallas, and a Stanley Cup, that quickly. The "Captain's Chopper" likely will stay just like it is—even when it's made the move up to the Motor City.

—Joe Kress

Owner: Derian Hatcher
City: Coppell, Texas

General

Fabrication: Strokers Dallas
Year/make: 2002 Strokers Custom
Model: Strokers Chopper
Assembly: Strokers Dallas
Time: 6 months
Chroming: not much needed!

Engine

Year: 2001/TP Engineering
Rebuilder: TP Engineering
Displacement: 121 cubic inches
Cam: TP Engineering
Carb: S&S G
Pipes: Vance & Hines "Short Shots"

Transmission

Year/make: 2002/Baker 6-speed

Painting

Molding: Air Syndicate / Gary Queen
Painter: Air Syndicate / Gary Queen
Color: hokey orange
Type: urethane
Special paint: tribal flames, "No. 2"

Frame

Year/make: 2002/Daytec
Type: softail-style
Rake: 46-degrees
Stretch: 10 inches up/ 4 inches out
Shocks: Legend Air Suspension

Accessories

Handlebar: Strokers Dallas
Risers: Strokers Dallas
Handlebar controls: Performance Machine
Fenders: Strokers Dallas
Headlight: Headwinds
Taillight: Strokers Dallas
Speedo: huh?
Pegs: RC Components
Foot controls: RC Components
Gas tank: Strokers Dallas
Oil tank: Daytec
Seat: Danny Gray
Mirrors: Performance Machine
Grips: Strokers Dallas

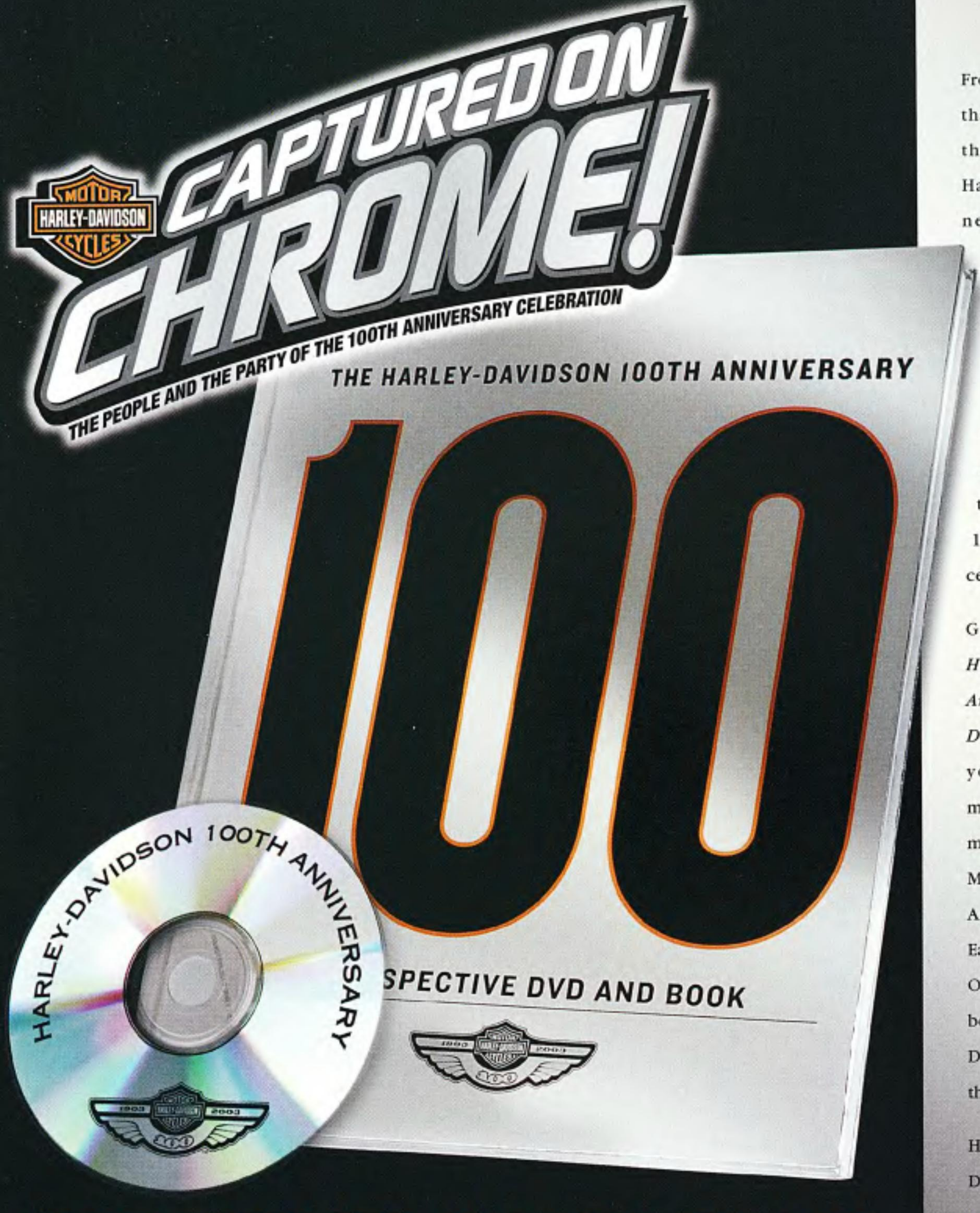
Front end

Type: Kennedy 20-over
Builder: Pat Kennedy

Wheels

Make: Pat Kennedy front, Biker's Choice rear
Size: 21-inch front/18-inch rear
Tires: Avon, 250-18 / MT90-21
Brakes: RC Components

Photos: Darryl Briggs



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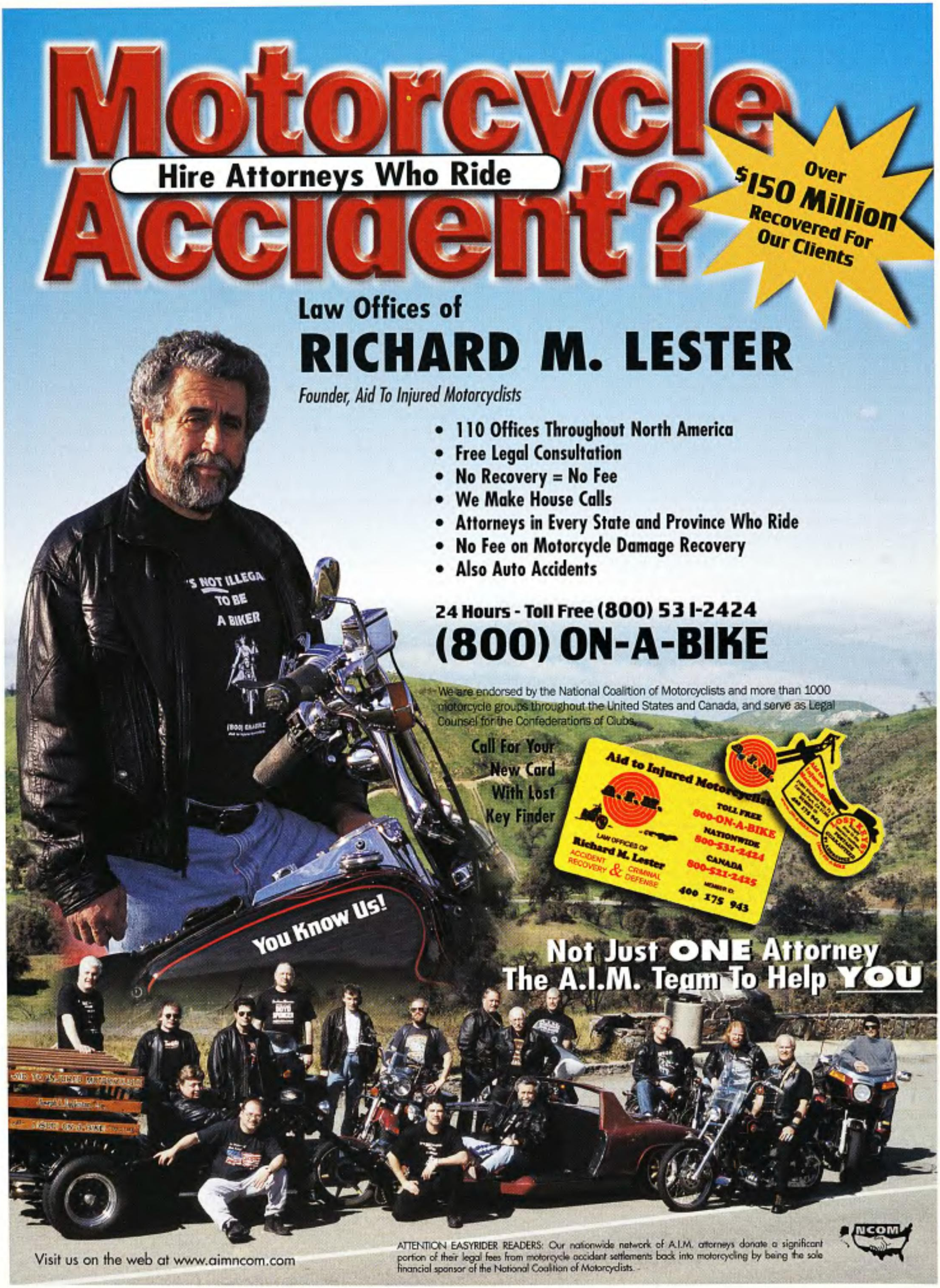

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NCOM

PartsBox

Eric Herrman Is Wired

The latest painting from Eric Herrman titled *Wired* depicts a wide tire chopper against an ominous night sky. The boardwalk and barbed wire of the background flow perfectly with Eddie Trotta built Thundercycle. Eric spotted the bike during Bike Week in Daytona 2002 and decided to use it as his next subject. "This bike represents the current period in time of wide-tire, rigid, high-tech, choppers," Eric explains. "I added in the fence and razor wire, which I feel complement this beautiful chopper." Eric spent over three months completing the original painting, which has already been sold. Limited-edition prints measuring 28 x 34 inches are available for $125 through Eric's studio at 602-482-1421 or www.ericherrmannstudios.com.

Weld Racing's 3 New Daring Designs

EVO wheels by Weld Racing recently introduced three new styles to the motorcycle aftermarket: Blade, Recluse and Starburst.

The Blade is a classic design with six spokes that have a machined surface that accentuates the look of the wheel when turning. The Recluse is a wild 5-spoke design, perfect for that radical look, and the Starburst is an ideal alternative for the rider that likes the look of spokes, but wants the performance of a forged 1-piece wheel. The Recluse has 12 spokes, each one representing a dagger.

All EVO motorcycle wheels are manufactured from virgin 6061 aerospace aluminum. Weld Racing offers a five-year warranty on all their chrome and a lifetime structural warranty.

EVO Motorcycle offers matching pulleys (chrome or polished) and 1-piece stainless steel polished rotors for pre-2000 and post-2000 models for all their designs. The pulleys are available in 65- and 70-tooth, in both 1 1/8-, 1-inch widths.

For a free catalog, please call 866-753-4289. You may view the entire collection at www.evomotorcycle.com.

Super Stretch Custom Seat And Tank Kit

Now Paul Yaffe Originals can give you an extra 7 inches right where you want it—between your legs! That's right, no more stubby stock tanks. The new Paul Yaffe Super Stretch custom seat and tank kit fits all factory softails from 2000 to the present.

The stretch kit comes with everything you need to give your softail that super-stretched custom look. You get a 16-gauge steel tank with pop-up hidden cap, petcock, crossover kit, hand-upholstered solo seat, ignition switch, and all the necessary hardware and instructions.

Call Paul Yaffe Originals at 602-840-4205 or go to www.paulyaffeoriginals.com.

Meathooks & Hoppers Handlebars

Get yourself the latest wild craze: F&L Handlebar Company introduces their line of handlebars made from polished stainless steel. Dubbed Meathooks and Hoppers, these new bars are available in 1- and 1 1/4-inch diameters. Visit the F&L Web site at www.fandlhandlebars.com or call 864-224-7616.

Salute Foot Pegs

Let your bike speak for itself, by expressing your attitude without words with the new "Salute" foot pegs from the folks at Image Motorcycle Products.

IMP has captured the essence of defiance with these new foot pegs. The pegs are cast in aerospace-quality steel, heat treated, and hardened. IMP offers a 100% money-back guarantee against breakage for life. Contact IMP by calling 800-304-5838 or log on the Web site at www.imagemotorcycle.com.

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DONNIE SMITH'S SOFTAIL CHOPPER

truBLUE

The last time we spoke with Sturgis Hall of Famer and master builder Donnie Smith he told us, "We're building a lot of what I call hot rod bikes, our mainstay, 38-degree rake, 5-inch stretch, no-raised-backbone kind of customs. We do real good with them and people seem to like them." Then he added, "You know I build choppers for myself and ride them all over, but oddly enough I've never built a chopper for anybody else. I know they're the hot ticket, and I scratch my head, asking, why doesn't anyone come to us for one."

Well, that may all change after people get a look at Donnie's "Tru Blue" custom, his personal vision of a modern-day chopper. Just back from the Sturgis Rally and Races (where he did not duplicate taking part in last year's infamous

mudslide event), we asked him who he built Tru Blue for and he replied, "Me."

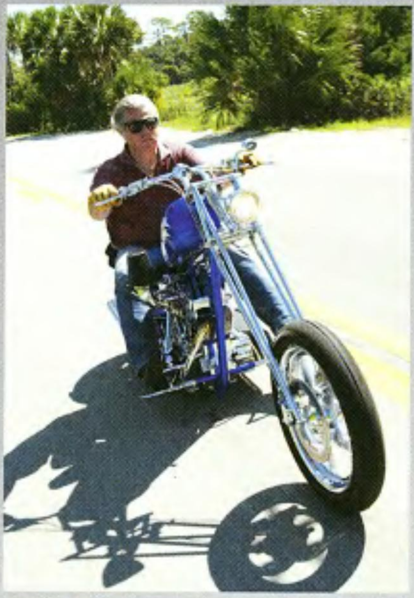
The bike features a number of Donnie's special pieces including his trick girder front end that just might become available through Chrome Specialties along with the swooped-up air cleaner seen periscoping up from the S&S carb. Donnie's bike building philosophy is evident in the bike's design—clean and not gaudy. "I like to make sure everything looks like it works together and flows."

Speaking of that girder front end, Donnie's had considerable experience in the frame and front end departments, having begun welding girders together back in 1970 in his uncle's car shop. Remembering those early days, Donnie says, "People started asking for them. I was a truck driver at the time and my brother was a heavy equipment operator, and we'd build bike parts at night."

Now, 30 years later, Donnie's still blending together a successful mix of the past and the present.

In addition to massaging up a special variation of his super-sanitary single-downtube frame modified to accept the Avon 250-series tire, Donnie along with Rob Roehl came up with a special motor mount on which they bolted a one-off set of Donnie's forward controls. Donnie also got to fill up the bike's special frame with one of his favorite powerplants, a 124-cubic-incher from TP Engineering. Says Donnie, "I'll tell you one thing about Tom Pirone at TP, he is a man of his word, and stands behind his product and takes care of whatever needs to be done."

Always looking for a new a twist on things, Donnie also opted for a Johnston Twisted Gear transmission where a longer ratio is provided between the 4th and 5th gear making for a more flexible ride. He also took a major departure when it came to painting the bike. If you haven't noticed, Donnie's inclined to paint a lot of his bikes orange, but his crew announced they weren't doing the bike unless he chose a different color. So Donnie came up with a blue pearl, a hot rod color, a choice that's not too surprising since Donnie used to race a Funny Car back in the day. In fact, he was picking up his



tickets to an NHRA Nationals drag race event when we spoke to him from his custom shop in Brooklyn Park, Minnesota.

This little blue chopper is his version of a two-wheeled hot rod. Its svelte bodywork was fashioned by the hands of Rob Roehl with the molding handled by Greg Smith. Complementing its light, lean and mean theme, the Pro-One wheels feature "see through" hubless rotors that were custom machined by John Galvin.

Asked about his ride to Sturgis, South Dakota, Donnie says, "I always look forward to Sturgis and really just enjoy the people. People seem to be happy to see me, and I guess that makes me feel good, too. I just get a charge out of the whole thing."

Obviously people also get a charge out of riding and enjoying the bikes he's been building for over three decades now. And, yes, he will build you a wild chopper, too. A Tru blue one or even a Tru orange one.

For more information you can reach Donnie Smith at 763-786-6002 and also check out the Chrome Specialties and Custom Chrome catalogs for the line of Donnie Smith Signature parts. —*Paul Garson*

Owner: .... Donnie Smith Custom Cycle
City:...... Brooklyn Park, Minnesota

General

Designer:.................. Donnie Smith

General

Fabrication: .... Rob Roehl
Year/Make:...... 2002 Donnie Smith
Model: .... Softail Chopper
Assembly: The Donnie Smith Team
Time: .... 4 months
Chroming: .... Pat Obinger

Engine

Year: 2002
Model: ....TP Engineering
Rebuilder: .... Don Tima
Ignition: .... Crane Hi-4
Displacement: .... 124 cubic inches
Lower end: .... TP Engineering
Balancing: .... TP Engineering
Pistons: .... TP Engineering
Heads: .... TP Engineering
Cam:...................... TP Engineering
Lifters: .... TP Engineering
Carb(s): .... S&S
Air cleaner: .... Donnie Smith Custom Cycle/K&N
Pipes: .... Donnie Smith and Rob Roehl
Mufflers: .... no stinkin' muffler

Transmission

Year: .... 2002 Delkron-Don Tima
Modifications: .... Johnston Twisted Gear
Shifting: .... Don Tima

Painting

Painter:...................... Brian Mahler
Color: ....Tru Blue
Type: .... House of Color Pearl
Special paint: crazy colors by Leni

Frame

Year: 2002
Builder: .. Donnie Smith/Rob Roehl
Type:.............. softail-type chopper
Rake:............................ 40 degrees
Stretch: .... 5 inches
Shocks:................................ Works
Modifications:...... single downtube

Accessories

Bars: Donnie Smith Custom Cycle
Handlebar controls:.................. PM
Fenders:.......... Paul Yaffe Originals
Headlight: .... Adjure
Taillight:........................ Leo DiOreo
Speedo: .... D.S. Performance
Pegs: .... Performance Machine
Electrics: .... Don Tima
Gas tank: .... Rob Roehl
Oil tank: .... Chrome Specialties
Oil system: .... TP Engineering
Seat: .... Keith Nybo
Mirrors: .... Paul Yaffe Originals
Grips: Donnie Smith Custom Cycle

Forks

Type: .... Girder
Extension: .... 9 inches over
Builder: ...... Donnie Smith Custom Cycle

Wheels

Front

Size:................................ 19 inches
Wheel: .... Pro-One
Tire:.. Avon
Brake: .... GMA

Rear

Size: 250
Wheel: .... Pro-One
Tire: .... Avon
Brake: .... GMA

Photographer:...... Michael Lichter

CYCLE SHELTER™

Finally, a motorcycle cover made for daily usage that really works. The CycleShelter™ (patent pending) is a newly designed collapsible motorcycle cover for motorcycle protection and storage. Because the fabric never touches the motorcycle when it's covered, there is no scratching of the paint or windshield and there's no need to wait for hot engine parts to cool before covering your bike.

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Toy Runs 2003

ALASKA
WOW Christmas Party
Date: Dec. (TBA)
Place: Anchorage
Info: 907-333-0854

Toyz-4-Totz Drive
Date: Dec. 6
Place: Goodnight Inn, Soldotna
Info: Kenai ABATE 907-283-2655

Valley ABATE Christmas Charity Ball
Date: Dec. 6
Place: Wasilla
Info: 907-376-8435

HOG Christmas Party
Date: Dec. 19
Place: Kenai Peninsula H-D
Info: HOG Hotline 907-566-0999

HOG Christmas Party
Date: Dec. 20
Place: Rivers Edge Hall, Fairbanks
Info: HOG 907-490-0375

ARIZONA
Prescott Toy Run
Date: Nov. 29
Place: Prescott
Info: 480-987-8851

Parker's Annual Toy Run
Date: Nov. 30
Place: Blue Bar II, 15 miles north of Parker
Info: 928-669-6735

Annual Globe Toy Run
Date: Dec. 6
Place: Miami to Globe
Info: 480-854-3375; 480-997-8851

W. Steven Martin Police Toy Run
Date: Dec. 14
Place: Pinal County Fairgrounds
Info: cyclequest.com

Kicks for Kids Toy Run
Date: Dec. 7
Place: Glendale H-D
Info: 623-825-4268

ABATE Toy Run
Date: Dec. 17
Place: Yuma
Info: 928-726-9345

CALIFORNIA
Toy Run Benefit
Date: Nov. 15
Place: Chino
Info: 909-593-6330

Prodigal Sons MC Toy Run
Date: Nov. 22
Place: Country Market, Fresno
Info: N/A

ABATE 3 Manna Run
Date: Nov. 23
Place: Rock Store
Info: 805-496-0323

Annual Toy Drive
Date: Nov. 29
Place: Donalds Place, Stockton
Info: btw-trikers.org

Annual Happenin' HQ Toy Run
Date: Nov. 30
Place: Longhorn Inn, Lancaster
Info: 661-947-3734
www.alleygl.org

Annual Canned Food Drive
Date: Dec. 6
Place: Whiskey Creek Saloon, Hollister
Info:
www.tophatters-mc.com

MMA Annual Toy Run
Date: Dec. 7
Place: Griffith Park
Info: 818-363-2289

Annual Toy Run
Date: Dec. 7
Place: Ontario Elks Lodge
Info: 909-986-3603; 909-985-4095

ABATE Toy Run
Date: Dec. 14
Place: Burbank
Info: 818-344-4656; 818-244-9898

Tijuana Toy Run
Date: Dec. 14
Place: South Coast H-D, Chula Vista.
Info 619-420-7000
www.southcoastharley.com

Loma Linda Hospital Benefit Run
Date: Dec. 21
Place: Loma Linda
Info: 909-688-6353

COLORADO
ABATE Christmas Party
Date: Dec. 6
Place: Johnson Village VFW
Info: 719-395-0360

ABATE Christmas Party & Toy Drive
Date: Dec. 6
Place: District 12, Crystola Inn
Info: 719-684-9775

Toy Run for Children's Hospital
Date: Dec. 12
Place: Aspen Grove Shopping Center, Littleton
Info: 303-703-2885
www.rmh-d.com

Annual Toy Drive
Date: Dec. 13
Place: South Side Cycles, Parker
Info: 303-840-0972

ABATE Toy Give-a-way
Date: Dec. 13
Place: District 12
Info: 719-684-9775

Toy Run for Children's Hospital
Date: Dec. 14
Place: Littleton
Info: 303-703-2885
www.rmh-d.com.

DELAWARE
ABATE Toy Run
Date: Nov. 1
Place: New Castle County
Info: 302-378-3701

GEORGIA
ABATE Toy Run
Date: Nov. 8 (tentative)
Place: District 1
Info: 706-695-9064; 706-602-4702

Old Dude Toy Run
Date: Nov. 8
Place: ABATE District 2
Info: 770-297-1598; 770-531-9269

Gus Singleton Memorial State Toy Run
Date: Nov. 16
Place: Atlanta
Info: 404-294-8900

Toy Run and Food Drive
Date: Nov. 22
Place: ABATE District 13
Info: 229-271-1570

Mike's Christmas Toy Run
Date: Nov. 30
Place: Mike's Custom Cycle
Info: 706-444-5838

Christmas Parade
Date: Dec. 4 (tentative)
Place: ABATE District 1
Info: 706-695-9064; 706-602-4702

Christmas Parade
Date: Dec. 4
Place: Ashburn Turner County
Info: 229-271-1570

Catoosa County Toy Run
Date: Dec. 6
Place: Fort Oglethorpe
Info: 706-861-0313

Annual Toys for Tots Toy Run
Date: Dec. 7
Place: Augusta area
Info: 706-592-1015; 803-442-3877

Toy Ride
Date: Dec. 3
Place: ABATE District 3
Info: 770-974-9317

West Toy Run
Date: Dec. 14
Place: ABATE District 4
Info: 770-436-0823; 404-663-2392

Sunday HO HO Christmas Ride
Date: Dec. 21
Place: Rabbit Town Café, ABATE District 2
Info: 770-297-1598; 770-540-8890

IDAHO
ABATE Toys for Tots Run
Date: Nov. 1
Place: Kootenai ABATE
Info: 208-683-1604

ILLINOIS
Annual Chicagoland Toys For Tots Parade
Date: Dec. 7
Place: Chicago
Info: 773-866-TOYS
www.ChicagolandTFT.org

INDIANA
Toys for Tots
Date: Nov. 1
Place: Porter Co.
Info:
www.abateofindiana.org

ABATE Toy Run
Date: Nov. 1
Place: ABATE Region 11
Info:
www.abateofindiana.org

ABATE Toys for Tots
Date: Nov. 8
Place: ABATE Laporte Co.
Info:
www.abateofindiana.org

ABATE Toy Run
Date: Nov. 8
Place: ABATE Region 9
Info:
www.abateofindiana.org

ABATE Toy Run
Date: Nov. 9
Place: ABATE Kosciusko Co.
Info:
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 6
Place: ABATE Marshall Co.
Info:
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 6
Place: ABATE Lake Co.
Info:
www.abateofindiana.org

ABATE Toys for Tykes
Date: Dec. 6
Place: ABATE Region 13
Info:
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 7
Place: ABATE Fulton Co.
Info:
www.abateofindiana.org

ABATE Toy Run
Date: Dec. 7
Place: ABATE Tippecanoe Co.
Info:
www.abateofindiana.org

ABATE Toy Run
Date: Dec. 7
Place: ABATE Warrick Co.
Info:
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 13
Place: ABATE St. Joseph Co.
Info:
www.abateofindiana.org

ABATE Toys for Tots
Date: Dec. 13
Place: ABATE Jasper/Newton Co.
Info:
www.abateofindiana.org

IOWA
Christmas Party/Meeting
Date: Dec. 7
Place: TBA
Info: www.abateiowa.org

Meeting/Christmas Party
Date: Dec. 20
Place: Road Hog, State Center
Info: www.abateiowa.org

Meeting/Christmas Party
Date: Dec. 20
Place: Colony Inn, Ventura
Info: www.abateiowa.org

Meeting/Christmas Party
Date: Dec. 20
Place: Mary's, Humboldt
Info: www.abateiowa.org

Meeting/Christmas Pot-Luck
Date: Dec. 20
Place: Chaser's, Waterloo
Info: www.abateiowa.org

KANSAS
District 3 Toy Run
Date: Nov. 29
Place: Independence
Info:
www.abateofksdistrict3.com

Toys for Tots
Date: Nov. 30
Place: Orscheln / Remmingtons
Info: abatedistrict4.com

Wichita Toy Run
Date: Nov. 2
Place: Wichita (District 8)
Info: www.abateks.org

Cowley County Toy Run
Date: Nov. 8
Place: ABATE District 8
Info: www.abateks.org

Reno County Toy Run
Date: Nov. 8
Place: ABATE District 8
Info: www.abateks.org

Toys for Tykes Toy Run
Date: Dec. 7
Place: Leavenworth
Info:, www.abateks.org

LOUISIANA
Magnolia School Toy Run
Date: Dec. 14
Place: Avondale Truck Stop
Info: 877-261-2258
www.abateoflouisiana.org

MAINE
Bath Christmas Parade
Date: Nov. 29
Place: Bath
Info: Mac 207-882-9301

HAMC Christmas Party
Date: Dec. 6
Place: Lewiston
Info: 207-784-4355

UBM Piscataquis Christmas Dance
Date: Dec. 12
Place: Guilford
Info: Al 207-695-2457

MARYLAND
Brookhaven Toy Run
Date: Dec. 6
Place: Wal-Mart, Brookhaven
Info:
www.abate-of-maryland.org

Christmas Dinner and Gift Exchange
Date: Dec. 12
Place: St. Mary's County ABATE
Info: 301-884-0267
www.abate-of-maryland.org

Springfield Hospital Ride and Holiday Party
Date: Dec. 14
Place: Carroll County ABATE
Info: 410-876-2778
www.abate-of-maryland.org

Holiday Dance
Date: Dec. 20
Place: Frederick County ABATE
Info:
www.abate-of-maryland.org

MISSISSIPPI
Annual Toys For Tots M/C Run
Date: Nov. 25
Place: Cycle Barn, St. Louis
Info: 228-392-1801
www.asgardmc.com

Natchez Toy Run
Date: Nov. 30
Place: WalMart, Ferriday, LA to Natchez
Info: 601-567-0086

Brookhaven Toy Run
Date: Dec. 6
Place: Brookhaven WalMart
Info: 601-833-6215

MONTANA
HOG Toy Run
Date: Dec. TBA
Place: Billings
Info: www.roaddogs.org

Lorn "Truck" Tysver Memorial Holiday Jam
Date: Dec. 5
Place: 17 Club, Billings
Info: www.roaddogs.org

Toy Run
Date: Dec. 7
Place: Northside Fire Station
Info: www.roaddogs.org

NEW MEXICO
NMMRO Poker/Toy Run
Date: Nov. 16
Place: See Web site
Info: abateofnm.org

Rio Rancho Toy Run
Date: Nov. 23
Place: Rio Rancho
Info: 505-792-3207
abateofnm.org

NEW YORK
Annual Toy Run
Date: Nov. 16
Place: Staten Island Biker's Association
Info: 718-496-4220

Toys for Kids Run
Date: Nov. 29
Place: Moroney's H-D, New Windsor
Info: 516-827-1424

OHIO
ABATE Toy Run
Date: Nov. 8
Place: Franklin County
Info: www.region9abateofohio.com

ABATE Ohio Region 1 Christmas Party
Date: Dec. 6
Place: TBA
Info: www.maxpages.com/region1abate

Christmas Party
Date: Dec. 13
Place: ABATE Warren Co.
Info: www.region5abate.com

ABATE Christmas Party
Date: Dec. 13
Place: Madison County
Info: www.region9abateofohio.com

ABATE Christmas Party
Date: Dec. 20
Place: ABATE Clinton City.
Info: www.region5abate.com

Region 14 Christmas Party
Date: Dec. 6
Place: Amerihost, Upper Sandusky
Info: 419-859-2154 www.abate14.org

OKLAHOMA
ABATE Toy Run
Date: Nov. 22
Place: Roger County
Info: 918-341-5347

OREGON
ABATE Toy Run
Date: Nov. 15
Place: Hillsboro
Info: 503-648-1877; 503-357-1727 www.abateoforegon.org

True Apostles Toy Run
Date: Nov. 22
Place: Columbia H-D
Info: 360-254-5181; 360-882-7821

Shriner's Toy Run
Date: Dec. 6
Place: Astoria
Info: 503-771-0188

ABATE North Coast Toy Run
Date: Dec. 13
Place: Astoria
Info: 503-325-6686 www.abateoforegon.org

ABATE Salem Toy Run
Date: Dec. 14
Place: K-Mart, Salem
Info: 503-371-7550 www.abateoforegon.org

Eugene Mission Benefit Run
Date: Dec. 14
Place: Quackers Tavern, Eugene
Info: 541-746-7836

ABATE South Coast Toy Run
Date: Dec. 14
Place: ABATE South Coast
Info: 541-888-8081

ABATE Lincoln County Toy Run
Date: Dec. 20
Place: ABATE Lincoln County
Info: 541-365-6850

PENNSYLVANIA
Annual ABATE Toy Run
Date: Nov. 2
Place: Children's Hospital of Philadelphia
Info: 610-449-RIDE www.delawarevalleyabate.org

SOUTH CAROLINA
Annual ABATE Toy Run
Date: Nov. 30
Place: Charleston
Info: www.abatasc.com

ABATE Toy Run
Date: Dec. 7
Place: Greenville County ABATE
Info: 864-244-7899

TENNESSEE
Red Bone's Old Fashioned Toy Run
Date: Dec. 21
Place: Clarksville
Info: www.bikerswhocare.org

TEXAS
Blue Knights Big Bend Toy Ride
Date: Nov. 8
Place: Marfa
Info: 915 729-4497

For The Kids Toy Run
Date: Dec. 7
Place: Sherman/Denison
Info: www.forthekidstexas.com

Big Texas Toy Run
Date: Dec. 21
Place: Dallas
Info: 817-261-3802; www.theBigTexasToyRun.com

UTAH
SLC ABATE/Barbary Coast Sub For Santa
Date: Call for info
Place: Barbary Coast, SSLC
Info: 801-973-0825

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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Chopper Taillight (For Show Only) start @ $21.95
Skull Cateye Light w/bulb or LED starting @ $19.95
Maltese Cross Taillight Available w/bulb or LED — Call for Price
Twin Bulb Cateye Taillight $49.95
5-3/4" Halogen Chrome Aluminum Bullet Headlamp $102.95 ea.
7" Halogen Light $37.95 and up
Chrome Horse® Polished Stainless Steel Side License Plate Mount $49.95 ea.
Billet Side Mount Radius Vertical License/LED Taillight $122.95 ea.
V-Style Rear Turn Signal Kit $78.95 kit
Vintage Teardrop Taillight $34.95
Fenders $21.95 and up
14" & 16" Over Stock Fork Tubes starting @ $114.95 pr.
Billet Front End for FXST $679.95 kit
Softail® style Stk. Width Frame $599.95 ea.
200 Series Wide Rigid Frame $639.95 ea.
Rail Grips $11.95
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9.5" Pullback Risers $42.95
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Universal Floorboards $32.95 set
Billet Triple Trees $199.00 and up
Springer® Front End w/shock $1,095.00 w/o shock $589.95
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1.25" Dia. Mammoth Bars $64.95
BDL Hand Controls $129.95
Chrome Horse® Billet Forward Controls For Big Twin Polished $299.95 Chrome $394.95
Chrome Horse® II Billet Aluminum 4 Piston Caliper Assy. $194.95 kit
Continental Tires Starting @ $69.95 ea.
Progressive Suspension Airtail for Softail® $519.95 kit
Compressor Kit for above Airtail $494.95 kit
Blind Triple Trees $224.95
Maltese Mirror Cutout Stems $29.90 pr. Universal $6.95 ea.
Dakota Digital Speedo/Tach $299.95 ea.
40 Spoke Wheels start @ $139.95 ea.
Polished Fork Tube Assy. FXSTC, Dyna®, FLSTC & FLSTF $269.95 pr.
Skull Mirrors $24.95
Handlebar Control Kits $129.95 & Up
Front End Also Available in Extended Starting at $794.95
60 Spoke Wheels $179.95 ea. and up
2-Lite Dash Kits 1:1 Ratio $84.95 kit 2:1 Ratio $88.95 kit
Avon Roadrunner AM21 Rear 230/60H15 $184.95 ea.
Turn Signal Mirrors w/LED front & back Set $81.95
Handlebar Speedo Kit $239.95 kit
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Easynews

If it's of interest to bikers, we'll print it.

INDIAN MOTORCYCLE CLOSES ITS DOORS!

Photo courtesy of Indian Motorcycles

On Saturday, September 20th, *The Mercury News* ran this story of the Indian Motorcycle Company's demise:

While the original Indian Motocycle Company lasted 50 shining years, the Gilroy-based [Calif.] company lasted only five.

On Friday, Indian closed the factory in Gilroy where it made heavyweight cruisers and other motorcycles, telling its 380 employees that a deal with a new investor had fallen through. "The motor-vehicle industry is not for the faint of heart," said Fran O'Hagan, Indian's executive vice president. "It has huge capital requirements and very longtime horizons. In the end, we didn't have the momentum" to fund both current operations and future projects, he said.

Lou Terhar, Indian Motorcycle's president and chief executive, broke the news to the 380 employees. The closing comes as Indian was enjoying strong sales and critical acceptance. O'Hagan said the company was "on target" to sell a record 4,500 bikes this year.

The news took Gilroy officials and Indian dealers by surprise. "It comes as a shock, certainly," said Susan Valenta, executive director of the Gilroy Chamber of Commerce. She described Indian as both "a viable employer" and an active corporate citizen.

O'Hagan wouldn't discuss in detail the would-be investor in what he called "an eight-digit deal." In 2001, Audax, a private equity firm in Boston, invested $45 million in Indian and brought in new executives, including O'Hagan, who had worked for Jaguar, BMW and Mercedes-Benz.

The closing ends another chapter in the storied history of Indian Motorcycle.

Founded in Springfield, Mass., Indian was once a rival to American icon Harley-Davidson. It first went out of business in 1953.

Then, for nearly a half-century without new product, it remained a well-known brand name globally. Some 50,000 old Indian motorcycles are thought to still exist in the United States.

After a lengthy court battle, Indian was revived in 1999 by Rey Sotelo, founder of the California Motorcycle Company, housed in a 150,000-square-foot former grocery warehouse in Gilroy.

At first, the company over-promised and under-delivered. An early chief financial officer forecast 9,000 to 10,000 sales in 2000, 16,000 to 20,000 in 2001 and, eventually, 35,000 to 40,000. Instead, only 1,100 of the original 1999 Indian Chief models were built. Sales grew slowly, reaching 2,000 in 2000 and 2,656 in 2001. Employment, which quickly grew to 600, dropped to 400 after layoffs in 2001.

But after several rounds of funding and management changes, things had stabilized. In May, the company said it sold 563 bikes, its best month ever.

The company's 200 dealers have about 1,500 to 2,000 unsold 2003 models remaining. It's likely that dealers who sell only Indian motorcycles will be forced out of business eventually.

"The factory was just about to begin building its 2004 models," O'Hagan said and remarked that he was unsure what would happen next. "Bankruptcy is one option," he said. "In the end, the creditors will control what's left of Indian Motorcycle," he said.

—Matt Nauman of the Mercury News

Coast to Coast

Biker News

SENATOR CAMPBELL REVS UP ATTENTION TO SMALL MOTORCYCLE BUSINESSES: In a June 19 letter to the EEPA, U.S. Senator Ben Nighthorse Campbell urged the EPA to modify their proposed rule to tighten emission requirements for highway motorcycles by including a flexible implementation schedule.

"The flexible implementation schedule would ideally allow smaller motorcycle manufacturers more time to adjust to the rule in order to help them comply with the requirements, without going out of business," said Campbell. "Clean air should remain a national priority, yet we must be mindful of the unintended consequences that new rules can have on our small businesses."

Currently, six manufacturers (Honda, Harley-Davidson, Yamaha, Kawasaki, Suzuki and BMW) account for 95% of the U.S. motorcycle sales. Given their significant market presence and economies of scale, these companies are well positioned to incorporate new rules requiring production modifications, Campbell told the EPA. However, manufacturers of the remaining 5% of the motorcycle market are far less likely to meet more stringent requirements without significant and disproportionate market impacts.

The EPA intends to implement California-style emissions cutbacks in a two-phase plan beginning in 2006, resulting in an 80% reduction in motorcycle tailpipe emissions by 2010.

Stricter new limits will be established for hydrocarbons and nitrogen oxides emitted by the engines, requiring motorcycle manufacturers to reduce emissions from a currently allowable 5 grams of Hydrocarbons per kilometer to 1.4 grams/km by 2006 and 0.8 grams by 2010. Nitrogen oxides, which are unregulated at this time, must also be reduced to 1.4 grams/km in 2006 and 0.8 grams/km by 2010.

It is widely speculated that new motorcycles will be required to use fuel injection on the intake and catalytic converters on the exhaust in order to comply with the tough new federal regulations, as well as altering cam timing and making other engine

modifications, including liquid cooling.

As the federal EPA prepares to release their final rule, it's nice to know that we have friends in high places. Sen. Campbell is a long time motorcycle enthusiast and is a member of the NCOM Legislative Task Force.

9-11 FIREFIGHTERS: Everyone has seen the photo of three NYC firefighters raising the American flag over the rubble of the Twin Towers at Ground Zero on 9-11-01, but did you know that one of those brave public servants is a biker? That's correct, the fireman pictured on the right is Billy Eisengrin and he is a full patch-wearing member of the Islanders Motorcycle Club in Staten Island.

"Yes, Billy is the firefighter on the right side of the photo," said Mike Spano, webmaster for the Islanders MC (www.islandersmc.com). "He's a member of the Islanders MC, he's also a great guy and a good friend."

He's also a hero, one of many that day.

JOURNALISM AT ITS WORST: "When Wisconsin repealed its motorcycle helmet law in 1978, cynics saw it as a way of improving the human gene pool. Through Darwinian selection, stupid people who didn't wear helmets would die off and intelligent people who wore helmets would survive and multiply," writes Jóel McNally in his article "It's Time to Put a Lid on Motorcycle Carnage," which appeared in the July 22 edition of *The Journal Times* in Milwaukee.

The following are excerpts from his lengthy article, which can be viewed in its entirety at: www.journaltimes.com/articles/2003/07/22/opinion/iq_2362962.txt.

"Wearing a helmet is the single most effective way of reducing deaths and serious injuries among riders. State legislatures across the country have been following Wisconsin's example by listening to the crude, overweight biker lobbies that think rider safety is for wimps.

The name of the strongest state lobby against motorcycle helmets illustrates how a simple, intelligent safety measure can be demonized by a right-wing, anti-government, militia mentality.

The lobby is called ABATE, which stands for A Brotherhood Against Totalitarian Enactments.

The name implies that totalitarian governments such as the old Soviet Union used to oppress their citizens by making them walk around wearing motorcycle helmets....Thank god we live in the good, ol' USA where we have a Constitution guaranteeing the rights of motorcycle riders to scramble their brains across the pavement.

We realized the Marlboro Man wasn't a symbol of American freedom after he died of lung cancer and we found out he'd been damaging everybody else's health all those years with his second-hand smoke. It's time we realized motorcycle riders who aren't smart enough to put on helmets aren't free of anything but intelligence."

(About the author: Joel McNally is former editor of the Milwaukee alternative weekly *Shepherd Express* and appears weekly on the WMVS-TV public television show Interchange. His e-mail address is: jmcnally@wi.rr.com)

QUOTABLE QUOTES: "The truth is incontrovertible. Malice may attack it. Ignorance may deride it. But in the end; there it is."
— Sir Winston Churchill
(1874 - 1965), British Statesman

—Bill Bish, NCOM

Two-Wheeled Tidbits

Spanning The Biking Globe

ENGLAND'S ROYAL SCOOTER DUDE: It appears that the young Prince William is a fan of motorcycles and rides very well himself. The royal family isn't too happy about it, but the prince says his father deals with it well. Motorcycles have their dangerous side but so does the royal sport of polo. You couldn't pay me to try and hit a small, very hard ball from the back of a running horse.

The Prince has been riding for several years now, and says he fell in love with "motorbikes," as they are called in England, at a very early age. He says also that proper training is essential. When he puts his helmet on, he says he feels anonymous, so he can relax and enjoy the ride without being chased by paparazzi.

ORLANDO, FLA.: Here it comes folks, we have been watching things develop around the country and here is what we have found. There will be a law enforcement set of seminars held somewhere in the Orlando area during Bike Week 2004. These seminars are open to law enforcement only and will cover subjects such as: Outlaw Motorcycle Gang Investigations From the Inside, Combating Biker Gangs, Outlaw Motorcycle Gang Identification, Intelligence Gathering, Major Run Enforcement, Police/Biker Relations, Motorcycle Gang Coalitions (They're worried about our NCOM and Confederations of Clubs?), Combating Lawsuits (like the ones AIM Lawyers file?), Development and Management of Gang Member or Associate as an Informant.

These words should concern every American, not just riders. We've covered the "USA Patriot Act" in earlier Sacks and this is just what I'm talking about. I'm not pretending we are all perfect in our lifestyle but neither is any other lifestyle you might want to mention. This kind of surveillance of our lives is an outrage and we need to scream like hell about it. Learn more at the next NCOM Convention in Oklahoma City next May.

COSTA MESA, CALIF.: This time it's the ACLU in court battling for homosexual woman bikers. The women want to run their second "Dyke Run" parade through the town of Costa Mesa and the city is using restrictions against motorcycles to discourage the ride. They are saying the Dykes on Bikes will have to follow the permit process like any other group.

One of the requirements is the group arrange for a $1 million liability insurance policy and a $3k deposit for police protection during the ride. The city wants the organizers to provide porta-potties and trash pick-up after the parade. They also want to limit the number of bikes to 10 and threaten tickets to be mailed to offenders on the parade route. Sounds like a real mess to me.

LOS ANGELES: The worlds largest rent-a-bike company of Harley-Davidson motorcycles, Eagle Rider, is set to offer travel agents a 40% commission on the reservation of bike rentals at vacation destinations if the rental is for a week or more. This is in effect until Feb 20, 2004. I think

Continued Next Page

Tidbits Continued

I'd rather rent direct and pay a little less.

NEW YORK: Here we go again! We got this story from a contributor to the e-mail listserve of the SoLR, the Sons of Liberty Riders. The Long Island area near New York City has found the neatest way there is to harass bikers. They have instituted "Safety Checkpoint Stops," which are designed, according to the information I have, to interrupt the travel of those persons using the motorcycle as a way of getting from one place to another. This gives the police a way to write tickets. These checkpoints are for motorcycles only. Other methods of travel are left alone.

Don Lanham, the legislative coordinator for ABATE of New York wrote a letter to several newspaper editors and four were printed. One rebuttal letter expressed concern with the noise levels some bikes cause, and also had something to say about the attire worn by many of us, black leather and denim. He said bright colors were more to his liking because it made bikers more visible. I'm wondering if he had any idea the reason we wear such attire is because it protects us when we get run over by folks who think we should wear bright colors.

Maybe the idea was to make us easier targets for cage drivers. I don't know. At any rate it bothers me that authorities will go to such lengths to harass people and not include the entire traveling population no matter what vehicles they choose to use.

NEW YORK: Well here's a new one: According to *Billboard* magazine there's a new rock group—actually just three guys—and they call themselves the Black Rebel Motorcycle Club. They're doing a North American tour in September and October. They even call themselves "BRMC." If any readers know about this crew I'd like to know if they're riders at all. If not, I wonder what bona fide clubs might have to say about them. Drop old Gunny a line at AIMGunny@aol.com any time on any subject at all, but especially about this bunch.

That's it for this month. Stay safe, and keep the round side on the bottom.

—Gunny, Oregon AIM Chief of Staff

Hall of Fame

Remembering "Farmer"

John "Farmer" Eggers is the namesake of the most prestigious award given by the Motorcycle Riders Foundation (MRF). Farmer died 10 years ago this spring. To us old-timers, it seems like yesterday. A lot of the younger members of motorcycle rights organizations never had the privilege of knowing Farmer.

I knew and rode with Farmer; Farmer was a friend of mine. His infectious laugh was unforgettable. His organizational style and his people skills helped create ABATE of Ohio and the MRF.

I was at Farmer's funeral service. I have rarely been to a funeral service where so many people were so moved. I estimate that our motorcycle escort for Farmer was over 15 miles long. On this 10th anniversary, I would like for all of us to remember one of our legends and privately express our gratitude for his service to our cause.

Michael Farabaugh, a long time friend of Farmer, said it best: "Once a friend of Farmer, always a friend of Farmer." Mike should know. When the Farabaugh family tragically lost their home in a fire, Farmer left his job and spent several days with the Farabaugh's until they got things squared away. This was typical of Farmer. There are countless stories of Farmer's acts of leadership mixed with kindness.

Yes, there is a good reason why the most prestigious award is named after Farmer. Let us never forget.

—Rod Taylor, ABATE Legal Services

History

100 Years Is A Long Time

About 100 years ago, the Harley and Davidson families had a dream that turned into an even bigger dream for thousands of others. While many in August of 2003 celebrated the centenary of the company they founded, almost all parts of that original equation have changed.

What a difference a century makes. Just about the time the H-D boys were assembling their first motorized bicycle, the average life expectancy in the U.S. was 47 years of age. Only 14% of the U.S. had a bathtub, and only 8% had a telephone. A three-minute call from Denver to New York City costs $11.

There were only 8,000 cars in the U.S. and only 144 miles of paved roads. The maximum speed limit in most cities was 10 mph. Alabama, Mississippi, Iowa, and Tennessee were each more heavily populated than California. With a mere 1.4 million residents, California was only the 21st most populous state in the Union. The tallest structure in the world was the Eiffel Tower, and there wasn't an Arab alive who had ever seen a plane, let alone knew how to fly one!

The average wage in the U.S. was 22 cents an hour. The average American worker made between $200 and $400 per year. A competent accountant could expect to earn an annual salary of $2,000, a dentist $2,500, a veterinarian between $1,500 and $4,000, and a mechanical engineer about $5,000.

More than 95% of all births in the U.S. took place at home. And 90% of all U.S. physicians had no college education. Instead, they attended medical schools, many of which were condemned in the press and by the government as "substandard."

Sugar cost 4 cents a pound, eggs were 14 cents a dozen and coffee cost 15 cents a pound. Most women only washed their hair once a month and used borax or egg yolks for shampoo. Canada passed a law prohibiting poor people from entering the country for any reason. The five leading causes of death in the U.S. were, respectively, pneumonia and influenza, tuberculosis, diarrhea, heart disease and stroke.

The American flag had 45 stars; Arizona, Oklahoma, New Mexico, Hawaii and Alaska hadn't yet been admitted to the Union. The population of Las Vegas was 30. One in 10 U.S. adults couldn't read or write, and only 6% of all Americans had graduated high school.

Crossword puzzles, canned beer and ice tea hadn't been invented. Coca-Cola contained cocaine. Marijuana, heroin, and morphine were all available over the counter at corner drugstores. According to one pharmacist, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health." In the U.S. 18% of households had at least

one full-time servant or domestic. There were only about 230 reported murders in the entire U.S.

Life moves on, as hopefully Americans will, too. It's impossible to predict what the state of existence will be like in 2103, but if anyone reading this goes to H-D's 200th anniversary, let us know how it went.

—Dan Faingnaert, editor-publisher, Keystone Motorcycle Press

Legalese

Your Tax Dollars At Work—Not!

According to the National Motorists Association, in Weld County, Colorado, police utilized part of a $32,000 grant from the Colorado Department of Transportation and the federal government to pay officers overtime to crack down on "aggressive drivers." On the surface, there appears to be nothing wrong with this. Not!

For six hours, Weld County police used a dump truck to ticket drivers along a two-mile stretch of Colorado 66 northeast of Longmont. They drove the dump truck at about 45 mph in a 60 mph zone, purposely obstructing traffic in the hopes that drivers would pass in (what police deemed) an "unsafe manner."

In Indiana, drug roadblocks are illegal, but that didn't stop their cop shop from setting up fake roadblocks in hopes of catching drug users and sellers. The police specifically picked an area where U-turns were illegal, then set up signs in English and Spanish that read: "Narcotics checkpoint ahead." If anyone tried to turn around or committed any other traffic violation (such as an unsafe exit), Marion County sheriff's deputies and park rangers were there to pull them over. The stop would then give the police "probable cause" to search the vehicle. There was also an officer on an ATV who was specifically watching for anything being thrown from vehicles.

The police registered no concerns over the fact that were encouraging dangerous, illegal driving maneuvers on a major highway. There are additional plans to fake more drug checkpoints on both I-70 and I-74. All of the above is really sick, if you ask me.

—Twiggy

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Marina Del Rey

Motorcycle Michael's
22624 B. Normandie
Torrance

San Diego H-D
5600 Kearny Mesa Rd.
San Diego

COLORADO
Thunder Mountain H-D
1303 SW Frontage Rd.
Ft. Collins

FLORIDA
Fletcher's H-D
17129 U.S. 19 North
Clearwater

H-D of Miami
19400 N.W. 2nd Ave.
Miami

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona

Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale

GEORGIA
Rebel's Customs
560 SR 20 Spur SE
Cartersville

KANSAS
Bikers Edge
Cycle & Leather
1201 E. Central Av
Wichita

MASSACHUSETTS
Dave Frank M/C Sales
81 Bridge St.
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MONTANA
Goldrush Pawn
1353 Hwy. 2 East
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NEBRASKA
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Huntington Station

Zack's V-Twin Cycles
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NORTH CAROLINA
Big Dog of Greensboro
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OHIO
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9304 Harry Hines Bl.
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WASHINGTON
R&R Motor Inc.
2726 Bldg.
E. Black Lake Blvd.
Tumwater

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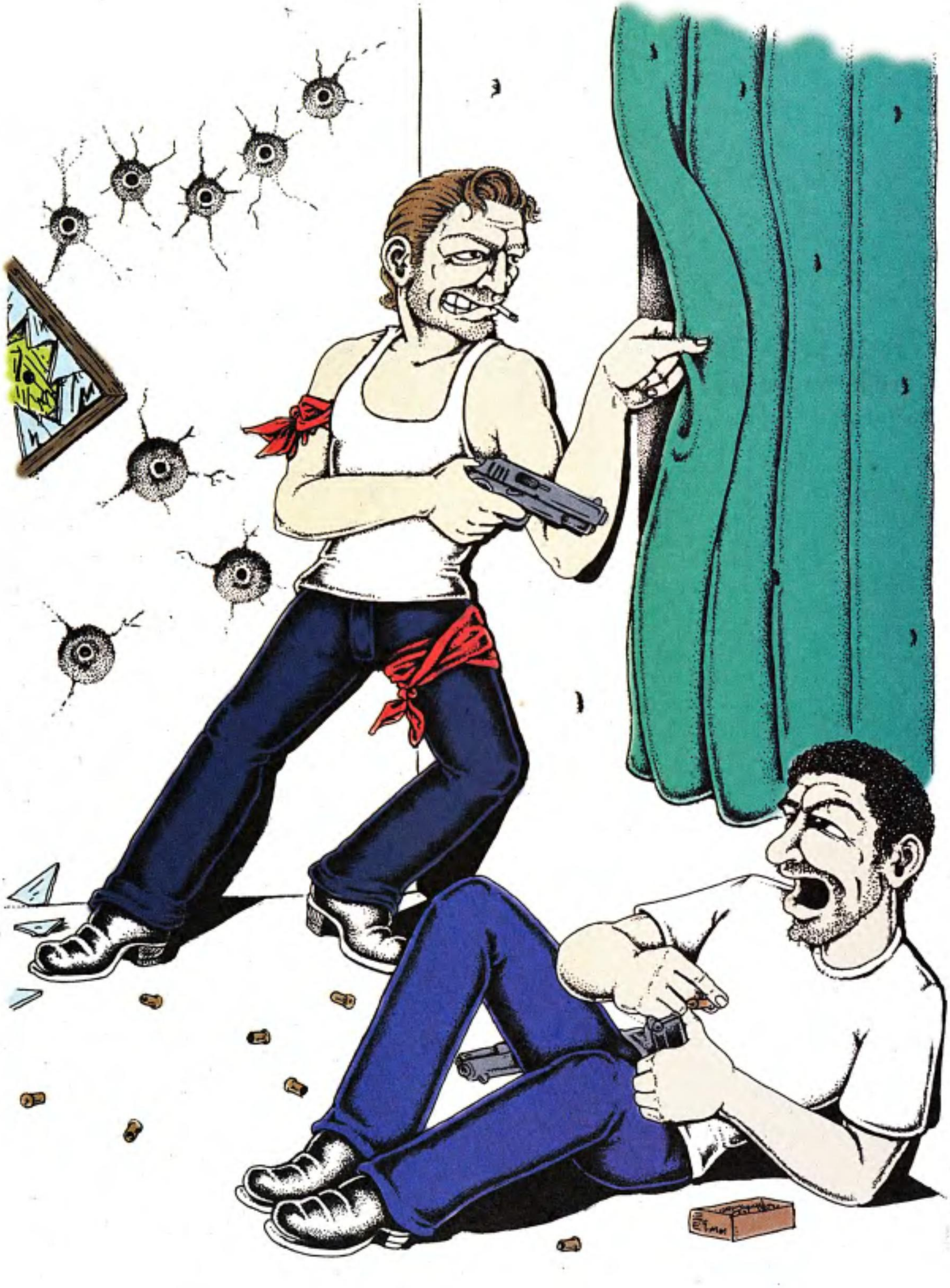
Beaver Dam

H-D of Appleton, Inc.
2144 W. Wisconsin
Appleton

Just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. Remember take this page with you when you're on the road — it's a handy guide to some of the best Harley parts and service outlets around.



"Next month, how 'bout you just pay her the damned alimony?"

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Sedalia, CO
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CONNECTICUT
Doc's Motorycles
Waterbury, CT
(203) 752-0295

DELEWARE
2 Wheel Apparel
Dover, DE
(302) 698-3500

FLORIDA
Dream Machines, USA
Lantana, FL
(561) 586-7777

Outlaw Leather & Chrome
Ocala, FL
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American V-Twins
Orlando, FL
(407) 903-0058

Mid-Florida Cycle
Palm Bay, FL
(321) 952-9932

Classy Cycles
Panama City, FL
(850) 233-1391

Jim & Cindy's Biker Depot
Pinellas Park, FL
(727) 522-3588

GEORGIA
Southern Thunder
Atlanta, GA
(770) 914-6076

ILLINOIS
Murph's Biker Leather
Glendale Heights, IL
(630) 752-1122

Hot Bike of Quincy
Quincy, IL
(217) 228-7433

Mike's Motorcycle Clothing Co.
Rockford, IL
(815) 227-0900

KANSAS
KC Creations
Overland Park, KS
(913) 642-3279

MICHIGAN
Freedom Cycles
Brownstown, MI
(734) 479-0522

MINNESOTA
Bear Nasty
Becker, MN
(763) 261-5275

MISSOURI
Hawg Wyld
Lee's Summit, MO
(816) 524-6107

The Bike Joint
Springfield, MO
(417) 891-9998

MISSISSIPPI
Indian of Ocean Springs
Ocean Springs, MS
(228) 818-1997

MONTANA
Yellowstone Motorhed
West Yellowstone, MT
(406) 646-7666

NEW MEXICO
Rio Grande
Albuquerque, NM
(505) 830-3279

NORTH CAROLINA
Big Dog of Greensboro
Greensboro, NC
(336) 292-4262

Easy Eddie's
Huntersville, NC
(704) 875-2501

OHIO
Americycle
Columbus, OH
(614) 224-9400

Northeast Cycles
Conneaut, OH
(440) 599-1531

The Hawg Closet
Wooster, OH
(330) 263-7559

OKLAHOMA
Heavy Metal Custom
Durant, OK
(580) 924-3338

B.S. Unlimited
Oklahoma City, OK
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Indian of Harrisburg
Wormleysburg, PA
(717) 975-2600

TENNESSEE
Jugs & Hardtails
Memphis, TN
(901) 388-3138

TEXAS
Jim's Cycle Shot
Axtell, TX
(254) 863-5460

Cycle Pilot
Beaumont, TX
(409) 892-1128

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Rolling Thunder
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TalkingTech

CHAIN, BELT, OR SHOELACE?

A friend of mine broke the drive belt on his Softail. He was just riding along and not racing or anything and that made me think about converting my Softail to a chain drive. Would you explain the pros and cons of chains and belts? I have always heard that modern belts were very reliable.

Sam Yaffe
Ft. Lauderdale, Florida

Belts are reliable, but they do break. Damaged sprockets, poor adjustment, and rocks are common causes of belt problems, but sometimes they seem to let go for no reason at all. Chain drive is good for peace of mind, and the variety of sprockets available provides more leeway for getting exactly the drive ratio you want. Chains also accommodate wider tires on most models, up to a 150 or 160 if something like the fender doesn't get in the way. O-ring chains need less maintenance than conventional chains, but will rust if run completely dry. Chains also require periodic adjustment to take up the slack caused by normal wear.

Belts never require lubrication, and rarely need adjustment. However, because loose belts are prone to slip around the sprocket under acceleration and either lose teeth or break, they do require occasional inspection. Everyone has an opinion on the correct tension, but I go with Harley's recommendation—applying 10 pounds of pressure upwards on the top run of the belt should move it 3/8 of an inch. Belt Tension Tool No. HD-35381 will help you gauge the pressure if you don't have magic fingers.

I've tried chain drive twice on my aging Softail, but have always gone back to belts. The chains vibrated more, although it's possible that I could have fixed that with an ICE chain tensioner. For more info on the ICE, click up www.icemc.com or call 321-452-6736.

If you stay with the belt, check your sprockets for nicks, burrs, and worn teeth before you install a new one. If you switch, buy a good chain and sprockets and be sure the sprockets line up. Poor sprocket alignment will make your Softail vibrate and wear out the chain and sprockets in no time flat.

Some old schoolers are still skeptical about belts, but I'm a believer. My present belt, the older, wide version, has over 50,000 miles on it, several hundred dyno pulls, and probably 250 1/4-mile passes, and it's the same one I put 225 horsepower through with NOS.

It will probably break tomorrow, now that I've said all that.

FROM KITTYHAWK TO VEGAS

I will be taking my first ride across the country from North Carolina to Las Vegas SOON on my 2002 Road King. What can I do to reduce the possibility of problems, and what spares do you recommend that I take along? I expect to cover about 8,000 miles.

Leslie White
Kinston, North Carolina

On a bike that new, tires are the main thing you'll have to worry about. Get new rubber before you leave or plan on doing it en route.

A quart of oil and a couple sets of spark plugs—with a plug wrench, of course—should be the only spares you'll need, but an emergency tire repair kit with a 12-volt compressor couldn't hurt.

Check the tire pressure and oil level every day. Check belt tension and go over the bike for loose fasteners every other day, and don't forget the ones that secure your battery cables. A bottle of drinking water would be a good idea too, and a small container of gas if your King is an EFI model. The gas gauges in the EFI bikes I've ridden have been all but worthless, and you do NOT want to run out of gas with an EFI.

This being the New Millennium, you'll probably take a cell phone along. Write this info down and put it in your billfold: Stu's MC Towing Service; 702-263-1344; cell 702-806-3406. Stu has been serving the Southwest for several years now, and has rescued many a stranded biker from the desert wasteland. Your King is a new bike and it should be good to go, but shit does happen ya know.

VIIIBRAAATIOONS

I just bought a custom 1997 Fat Boy with a great paint job and a slightly modified engine. It has a high-performance exhaust, cam, and ignition, and a 42mm Mikuni carburetor. This is my first Harley and it vibrates more than I expected. My brother-in-law goes back a long way with Harleys and he says the vibration level is about normal. He suggests that I have the engine balanced, but I don't have the money right now. Are there any cheaper solutions?

David Lerman
Norfolk, Virginia

Yes. Have someone check your ignition timing with a light. If your ignition has separate adjustments for the front and rear cylinders, be sure they're both firing when they should. Just a few degrees difference will cause vibration.

Then, go over your bike with a fine-tooth comb and look for loose fasteners. Be sure to check all the motor and trans bolts, especially the top motor mount between the two cylinders. If you find any loose ones, take them apart, clean them with lacquer thinner or Loctite thread primer, and put them back together with blue thread locker.

Check belt and chain adjustment, and be sure your sprockets are good and tight. Also, give your tires a good once-over and be sure they're not cupping. While you're at it, be sure that tire pressure is set per your bike's owner's manual.

If you still have the shakes, try attacking it at the points where your body contacts the bike. Most seat makers offer several models with gel pad inserts. A Saddlemen gel-pad seat made a huge difference on my 5-inch stroke Softail. Try some of the cushier aftermarket grips, too. The stock footboards are about as good as you're going to find.

I stuffed a rubber Bar Snake vibration dampener into my drag bars and noticed a worthwhile improvement. It's worth a try, although you might need the liquid version for your handlebars. To find out more, check out Bar Snake at www.barsnake.com

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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HARLEY'S 100TH PARTY

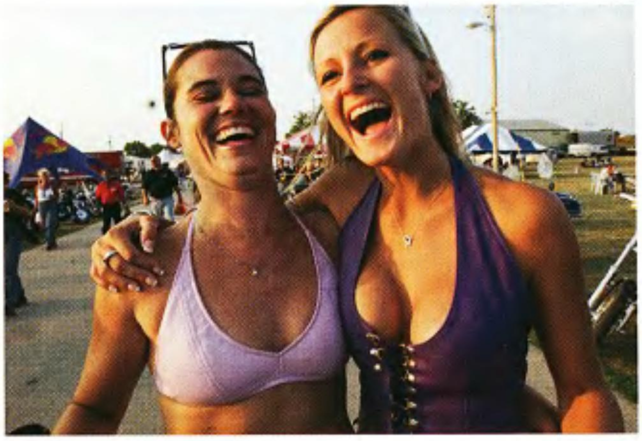
MILWAUKEE MADNESS

Imagine the world's largest biker bash with over a quarter-million partygoers taking over the pristine city of Milwaukee and surrounding areas for five days of nonstop celebration in picture-perfect weather. You're imagining Harley-Davidson's 100th Birthday party, the ultimate two-wheeler's hullabaloo!

Riders from every state in the union and from every country on Earth made the journey home to see where their Harley's were birthed on August 27th through the 31st. The Ride Home left from H-D dealerships all across this great land and riders by the thousands swarmed to the birthplace of this very American legend. Imagine 300,000 riders on new 100th Anniversary model Harleys...all learning to ride. You get the picture.

This once-in-a-lifetime celebration included five days of special anniversary events in and around Milwaukee filled with music, entertainment and Harley-Davidson history. An exclusive event (H.O.G. members only) called Club H.O.G. XX took place, celebrating the 20th anniversary of the Harley Owner's Group, and a spectacular Harley-Davidson 100th Anniversary parade stretched for miles through the city with 10,000 gleaming Harleys participating. A group of MDA Heroes and Willie G. Davidson led the 100th Anniversary parade on Saturday, August 30. The parade route began at the Milwaukee County Zoo and proceeded (very slowly from 9 a.m. to noon) to the Summerfest Grounds on the shores of Lake Michigan.

1903
2003
1903

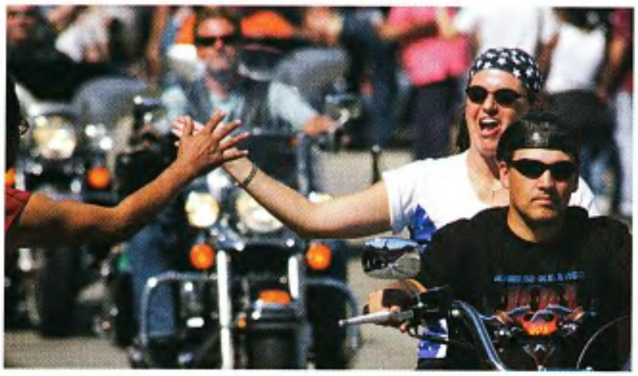


Ticket packages for this special celebration were completely sold out months in advance. In fact, just about everything you could think of was sold out months in advance. We got some of our hotel rooms booked nearly a year ago and considered ourselves lucky to find rooms 60 miles away from downtown.

All the local Harley dealers, including Hal's H-D, House of Harley, and Harley of Milwaukee, had massive street parties all week. The Pauls from Orange County Choppers were holding court over at Hal's and the lines for an autograph wrapped around the block. The Teresi Dyno-Drags truck was kickin' ass for a cheering crowd of horsepower fans, while major aftermarket companies, as well as tons of gee-gaw vendors, turned the parking lot into a biker's carnival.

Meanwhile, you could take a tour of the Miller Brewing Company and get three free beers, eat a few "brauts" at Miller Park or test ride the new Harley lineup where the V-Rod was king. Speaking of, you could see the original prototypes of the VRSCA and lots of other cool Harley-related "rolling sculptures" at The Milwaukee Art Museum (right next to the Summerfest grounds).

On Thursday through Saturday literally dozens of live bands performed on the Summerfest Grounds each day and well into the night. We're talkin' bands like Kansas, .38 Special, the Doobie Brothers, Montgomery Gentry, Joan Jett, Peter Frampton, Poison, Eddie Money, Styx, REO Speedwagon, Paul Revere & The Raiders, Billy Idol, Steppenwolf, and our favorite local Milwaukee band, The Kissers! There were also stunt and motorcycle drill teams, a comedy stage, a children's stage, every kind of damned food you can imagine, and, a Skyglider people mover…just like at Disneyland!



Photos: Michael Lichter

The event which launched Harley-Davidson into their next 100 years was the 100th anniversary party held in Milwaukee's Veterans Park on the shores of Lake Michigan, Sunday. The enormous main stage event featured top-secret, big-name, live entertainment. We say top secret because absolutely nobody knew who the headliners were going to be before they took to the humongous stage. Over 150,000 people were packed inside the park grounds for the day of entertainment, which was the culmination of the yearlong anniversary celebrations to kick-off another century of amazing motorcycles.

After a personal videotaped message from President Dubyah to honor H-D (blaring on giant-screen TVs), a pre-show included interviews with Bill and Karen Davidson. There was also a check dedication from Harley to the MDA for $7.2 million raised by riders across the country. After Willie G. cut a giant cake, the Doobie Brothers rocked the house at 6 p.m., followed by Tim McGraw and Kid Rock. But who was the headliner? Rumors that the Rolling Stones were gonna play saturated Milwaukee days earlier, as did rumors of Bruce Springsteen. In actual fact, John Mellenkamp was supposed to play but cancelled a few weeks earlier and the folks at Harley had to scramble to sign a new mega-act. You could have heard a pin drop when Dan Akroyd announced the show's starring act. Was it Bob Seger, AC/DC or The Eagles? How about Garth Brooks, The Allman Brothers or the Captain & Tenille? Nope. It was Elton John in a bright purple jacket. We heard one guy scream, "Hell, he ain't even American!"

Thousands of showgoers left abruptly as the ol' Rocketman started crooning. They had had enough of the Disney-fying of Harley-Davidson. Speaking of Disney, the fireworks show at the end of the concert, on the shore of Lake Michigan put Mickey Mouse to shame. It was a mind-blower.

Like most of the factory-sponsored events during the big birthday bash, if you weren't fortunate enough to get tickets months ago for "The Party" on Saturday, you were shit outta luck and had to go find someplace to eat cheese curds and drink Miller beer (Milwaukee's favorite pastimes). Luckily, there were plenty of places to get down and funky.

The Full Throttle Saloon was a great place to party over at the Wisconsin State Fair and the Milwaukee Mile Motor Speedway. They offered live bands, cold suds and a full bar, food, female mud wrestling, the Fender Guitar Museum, antique bikes by J&P Cycle, big vendors such as Custom Chrome and Arlen Ness and all the things that make a biker bash a memorable experience. Rider's Ranch was a down home party place as well, featuring an endless sea of camping as well as music, entertainment, sexy dancin' girls and the like at the Broken Spoke Saloon. Brady Street became a massive block party where bikes lined up for miles, pretty girls flashed our cameras and everyone was in the ultimate party mood.

Harley's 100th celebration made the 95th birthday homecoming look like a wedding rehearsal. The folks at Harley pulled out all the stops to make this a weekend to remember…I know our wallets will never forget. Beside factory tours of the various H-D plants and Harley traveling museum show, you could also check out the 2004 Harleys first hand. Say "so long" to the Dyna T-Sport and Heritage Springer and hello to some new Sportsters and a V-Rod Standard.

If you found yourself one of the spawning salmon that made the trip to Milwaukee for the 100th, nothing much more need be said. You may, in fact, see yourself or your friends on these pages thanks to the miraculous work of our photographer, Michael Lichter. If you didn't make the pilgrimage to this new world Bethlehem, we hope you'll enjoy our photographic evidence that the whole thing did indeed take place (unlike the moon landings). Enjoy.

When the smoke, dust and tire burnouts cleared on September 1st, 300,000 moto-maniacs roared off, returning to their homes with the obligatory H-D 100th T-shirts, bandannas, etc., leaving the state of Wisconsin over $100 million richer and bringing over $36 million in revenue to the city of Milwaukee. Kinda makes me wonder when Disney is gonna come up with a Bikers of the Caribbean ride and movie. Yo-ho, yo-ho, a biker's life for me.

Special thanks to the great people of Milwaukee for taking us in as family, opening up their homes and city. I have never had so many people stop me on the street and say, "Welcome to Milwaukee, we're glad you're here. Have a wonderful time." And you know what? They really meant it. Thank you all. Harley's 100th celebration will never happen again…and we were there.

—Dave Nichols

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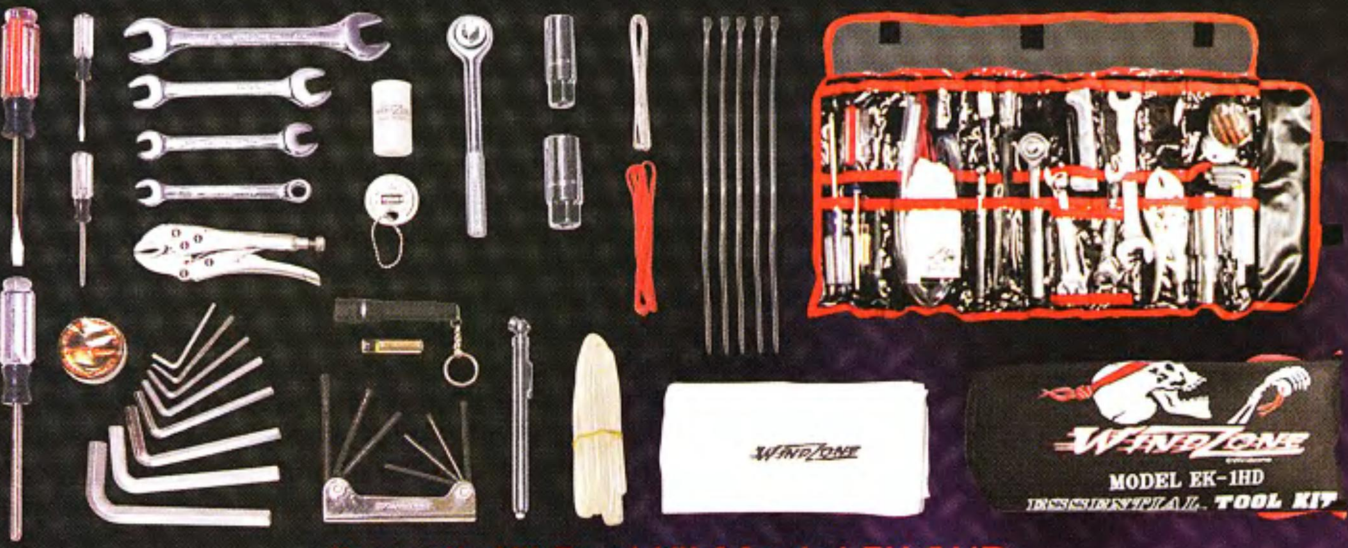

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SUGAR BEAR'S PAN

"I've been riding since the '60s. I've seen trends come and go. Nobody ever came to Harley because of a bagger. They all came to it because of the chopper image." —Sugar Bear

"I'm virtually never finished with any motorcycle. As long as there's a bike around me I keep farting with it." Sugar Bear has been farting around with this bike for 34 years, which is longer than some builders have been alive. It started out as a bike for a friend of his by the name of George who was killed on it in 1999. The car rolled over on George and the bike, so it had to be completely reconstructed.

The 1948 pan mill was stroked using UL wheels. Sugar Bear fitted '65-model heads with outside oilers and modified a knucklehead cam cover to fit the pan lower. The front wheel is a 21-inch, 36-spoke unit with a spool hub that he has had since the '70s. The pegs are old Andersons just like "back in the day," as is the throttle control. There's no front brake but Sugar Bear compensated by adding a Performance Machine stopper to the rear. It is actuated by an old-style Harley master cylinder. The rear fender was a classic Triumph front fender.

The chopper's frame was stretched 6 inches in the down tubes and 2 inches in the rear legs. It's got 42 degrees of rake.

The 22-inch over Sugar Bear springer is so well engineered that you can steer it at any speed with one hand behind your back. It's like power steering. At a stop if you turn the handlebars left or right the frame doesn't raise at all. From lock to lock the tire will not flop. It's all in the geometry, and Sugar Bear is a wiz at that. So when your kid comes home from school and says, "Why am I ever gonna need math anyway?" you now have an answer for him.

Sugar Bear got his name from some kids in a forestry camp when he was a probation officer. They gave it to him because of his attitude and mellow voice and it stuck. When he left the probation department he went into teaching...you guessed it—math. After school he would go back to work in his shop building bikes. While he used to have a big shop with lots of employees, Sugar Bear discovered that having a big shop meant that he had too many mouths to feed, and that he was always last to get paid.

"I found out over the years that I am better off doing the work myself, at my pace," he says. So now he personally handcrafts each one of his springers at a rate of about three to six a month. He's never really advertised because he is already plenty busy.

Sugar Bear says he seldom gets out of California, but was pleased to accept an invitation to show this bike as a master builder at the Journey Museum's *Kickstart, The Art of The Chopper* exhibit in Rapid City, South Dakota, during the Sturgis Rally and Races last August. He got a chance to meet a lot of people who otherwise never would have had the pleasure.

The latest excitement in his life is that his daughter, Carmen, who is attending college as an art major, is expressing interest in continuing his work. She grew up around bikes all her life and is now

getting ready to attend machinist classes in trade school, while learning from her dad to make these wonderful front ends. In other words, the future looks safe.

That's cool, man.

—*Kit Maira*

We've been waiting for years for Sugar Bear to finish this classic chopper so we could share it with you. Bear took his time and we're glad he did. Besides, how can you argue with a man who has put on more miles just backing his bike up to the curb than most of today's riders have goin' forward.

—Ed.

Owner: .... Sugar Bear
City: .... Gardena, California

General
Fabrication: .... Sugar Bear
Year/make: .... 1948 Harley-Davidson
Model: .... Chop
Assembly: .... Sugar Bear
Time: .... work in progress for years
Chroming: .... Faith, Decore

Engine
Year: 1948
Builder: .... Sugar Bear
Displacement: .... 80 cubic inches
Cam: .... FLH
Carb: .... Linkert M74B
Ignition: .... points
Pipes: .... Sugar Bear and Harley-Davidson

Transmission
Make: .... Harley-Davidson
Year: 1948
Shifting: .... heel and toe
Special features: .... stock

Painting
Molding: .... Sugar Bear
Painter: .... Sugar Bear
Color: .... black
Type: .... acrylic urethane
Special paint: .... graphic

Frame
Maker: .... Harley-Davidson/JR/Sugar Bear
Type: .... bow leg
Rake: .... 42 degrees
Stretch: .... 2.5 inches
Other alterations: .. rear legs stretched 2 inches

Accessories
Handlebars: .... Sugar Bear
Risers: .... Sugar Bear
Handlebar controls: .... Anderson throttle
Fender: .... Triumph
Headlight: .... Bates
Taillight: .... catseye
Speedo: .... finger in the wind
Pegs: .... Anderson
Electrics: .... Sugar Bear
Foot controls: .... Harley-Davidson
Gas tank: .... modified peanut
Oil tank: .... modified Harley-Davidson
Oil system: .... stock
Seat: .... Bar Enterprises
Mirrors: .... Sugar Bear
Grips: .... Anderson

Front end
Type: .... springer
Extension: .... 22 inches over
Builder: .... Sugar Bear

Wheels

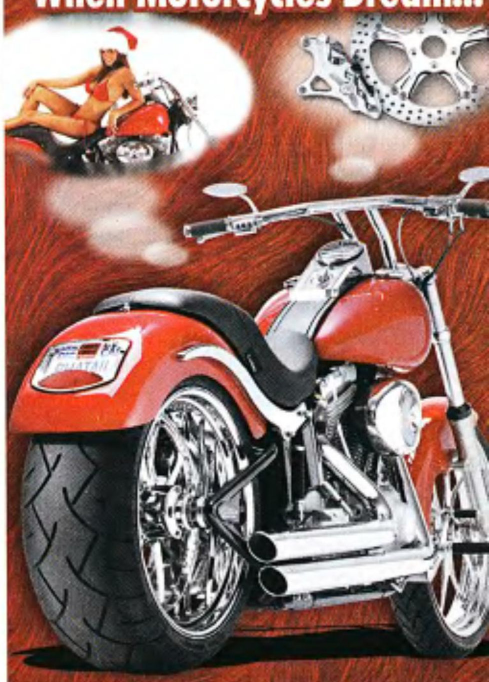
Rear
Size: 16-inch
Hub: .... Harley-Davidson
Rim Width: 5-inch
Tires: .... Uniroyal
Brakes: .... Performance Machine

Front
Size: 21-inch
Hub: .... spool
Rim Width: 3.25-inch
Tires: .... Metzler
Brakes: .... none

Other modifications: ...... Everything has be modified or customized. Clutch handle, fender brace, velocity stack by Bear, Anderson throttle

Photos: .... John Wycoff

When Motorcycles Dream...



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EASYRIDERS' HOLIDAY GIFT GUIDE

Yes, American consumers, it is that time of year again. Time to rush out in an insane buying frenzy to spend your hard-earned dough to purchase gifts for people you hardly know. Gifts that have little meaning...gifts that they just don't want and will give to someone they don't really know next year. But isn't that what America is all about? Working your ass off until you fall over dead just so you can buy stuff you don't really need? You bet it is!

Lucky for you, your friends at *Easyriders* are making it easier than ever before to get into massive debt by buying 100 of your best biker friends goodies to be found under their blinking, aluminum tree this year. Yes, dear reader, we have done all the work for you by offering this annual guide to gifting. What lays in wait throughout this issue are advertisements from some of the motorcycle aftermarket world's finest purveyors of two-wheeled glitz and glimmer to adorn your, or someone else's ride.

Here you will find an amazing array of holiday goods and services from a bevy of brilliant companies, all hoping to lure you into making that all-important Christmas purchase just so they can, in turn, rush out in a buying frenzy and get gifts for people that they don't really know either. Sound good? Sure it does!

Just remember, if YOU don't buy into all this, America will crumble. God bless us, every one.

—Santa Phantom

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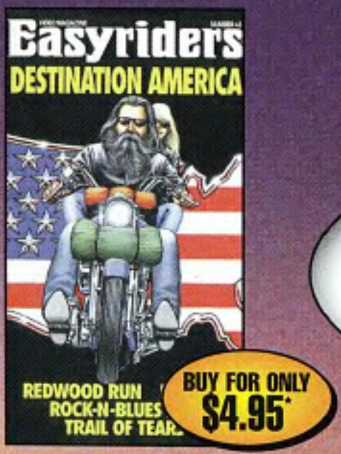

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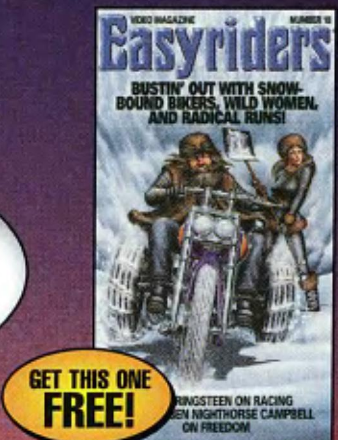

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MORE BIG NEWS FROM MINNESOTA

Another Victory For Victory

Last year Victory Motorcycles managed to grab a lot of attention at the Sturgis Rally and Races when they set up shop on the corner of Main Street and parked a pair of their brand new Vegas models out front. A version wrapped in miles-deep black paint with Victory's chrome package sat just inside, and this bike got just as much attention as any custom that cruised down the street.

The Vegas was quite a step forward for the Minnesota manufacturer, a relative newcomer to the V-twin marketplace, and as with anything groundbreaking, it would be a tough act to follow, right? Guess again. Apparently they're not ones to loose momentum; we were recently whisked off in a long black limo to the House of Blues on Sunset Boulevard in Los Angeles for a gander at Victory's new lineup. What we didn't know was that we were in for a lot more than new paint schemes.

For '04, there are four offerings from America's newest bike builder. The Vegas is back of course, still powered by the now-proven 50-degree, 1,507cc Freedom V-twin powerplant, but there's some other great improvements. The rear rim width was increased to 5 inches allowing a 180 tire to fit comfortably, adding road-holding stability thanks to the big footprint. There are new 5-spoke billet wheels available as an option and new cast wheels are also available for the cost conscious. Add to that a very special, extremely limited, Arlen Ness Signature Series Vegas that will be built in an amount so small that approximately one will be available to each dealer. The bike has lots of unique Ness billet accessories as well as a custom stitched leather seat, complete chrome package and is topped with a black cherry fade paint job that really accents the bike's overall style.

The Victory folks haven't turned their backs on their touring following, by the way. Sure there's lots of factory customization going on, but still ready, willing and able is the Victory Touring Cruiser. In its third year of production, the TC gets new a re-calibrated suspension that increases comfort and stability. This chassis offers 45mm forks and a quick-change belt design that eliminates the vast amount of labor involved in changing the final drive belts on some

other V-twins. The handlebars are now rubber-mounted to further enhance the rider's comfort and reduce fatigue.

The real standout at this little gathering of the press, though, was Victory's new Kingpin. Drawing from the design cues of the Vegas and utilizing the same drivetrain, the Kingpin's design is aimed at riders who desire head-turning styling, but also want to log as many miles a day as possible. There is no nod to motorcycling's past here. Whether it's stripped down, or fully dressed, the Kingpin is a whole new animal. Front and rear there's wide 18-inch wheels that are skirted with flowing fenders that bear a distinctly Ness look. The scalloped gas tank has sensual lines that flow back to the new saddle that features dual density foam for maximum comfort, and the seat height is only 26.5 inches.

Up front this bike has Victory's new cartridge-style inverted forks. The forks and the rear monoshock are both carefully calibrated for maximum control and comfort. The floorboards, shifter and

Victory's new Kingpin.

Photos: Victory

brake have been carefully designed as well to give you unequaled style and comfort from a factory bike. You can even go online and surf over to Victory's unique Custom Order Program, where you get to choose the options that will set your Kingpin apart from the rest. In case you didn't know, last year Victory unveiled this trend-setting idea, which allows you to see your bike as it will look with your individual choices installed, right there on your monitor. We got to test this concept out last fall when we ordered a custom V92C. The bike arrived as we'd "designed" it, and the miles have been piling up all year without a hitch.

We'll be joining Victory for a ride through the redwoods of NorCal where we'll get a chance to really put these new designs through their paces. Look for an update soon in the pages of *Easyriders* or go on line and check out the latest from Victory Motorcycles on their Web site at www.victory-usa.com. —*Ken Ross*

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A TRADITION OF GIVING

RENO TOY RUN

On a crisp December morning bundled up bikers aboard all makes of bikes, with all manor of stuffed animals and

toys lashed onto handlebars, met at the Alamo Truck Stop in the barren town of Sparks, Nevada. A couple hours later they would proceed in parade formation through downtown Reno, passing under the world-famous neon arch proclaiming: "Reno—The Biggest Little City In The World." The procession continued down historic Virginia Street past bustling casinos to into suburbia and Elks Lodge No. 597 where more than 2,000 people had arrived, armed with toys, food and clothing for poor families.

As the calendar flips another page many of us bikers will find ourselves on track for the annual head-on collision with the holiday season. Under the best of conditions it's a hectic time of the year, where the basic message of goodwill often gets bogged down by stress and petty ante bullshit. That aside, the Yuletide season is made better by the good deeds done by bikers to benefit those less fortunate, particularly underprivileged children.

Which brings us back to the original concept of the season—brotherhood and goodwill toward all. Bikers, seemingly more than most, know the meaning of that phrase. In Reno, Nevada, The Bikers For Kids Toy Run, is a 22-year institution. It's an event reflective of big-hearted bikers all across the USA, reaching out with gestures of goodwill to others less fortunate at a time of need.

The Reno Toy Run occurs due to the intrepid efforts of motorcycle rights organizations, independent riders and bike clubs working together with one goal in mind: "To bring Christmas to underprivileged families that normally wouldn't have one." That, according to Kenny Newman, vice president of His Royal Priesthood, a Christian motorcycle club in Nevada. That theme is hammered home to propel the dedicated individuals and clubs who look beyond patch affiliations to accomplish their mission.

"Everybody chips in, but for us, Bob Pearce and Troy Regas really spearhead the organization. We estimate that we had about 1,700 register last year, with over 1,000 pre-registrations, and Bob and Troy's organizational skills really make our event work. By working out all the details, from working with Alamo Truck Stop, traffic control with the Reno police, to ordering food and the entertainment at the Elks Lodge, everything is handled," said Rick Eckhardt, president of His Royal Priesthood MC.

The members of the Northern Nevada Confederation of Clubs are not bashful about calling upon their brothers and sisters for help, as well as soliciting local businesses for support. Beginning in late September weekly meetings are held to set up the event at Badlands Motorcycle Products, a Reno-based manufacturer and distributor of custom bike parts. On rare occasions there are minor disappointments, like when a local radio station that had received $800 for promo spots, agreed to promote the run with a live remote broadcast from the sign-in location, stiffed them with a no-show at the last minute. By and large, however, those who had committed their businesses to helping the cause came through, as in years past.

Among the caring people donating their time and talents to the Reno Toy Run were the members of Sierra Express, a band whose "Let The Music Move You," motto was the theme of the day. The wide variety of country music and rock 'n' roll tunes they played kept an upbeat atmosphere in the main room of the Elks Lodge in between raffle prize announcements.

A partial list of the Reno Toy Run sponsors includes: Coop's Throttle Shop, Badlands Motorcycle Products, Shoeman's Custom Cycle, Freedom Cycle, DP Partners, *Easyriders*, Peabody & Assoc., Road Rider of Reno, Paramount Custom Cycle, Kawasaki of Reno, Jones West Ford, TNT Automotive, Elko Motorcycle Jamboree, Union Brewery, Bebout Construction, RDA Construction, Nor-Nev Confederation of Clubs, Nevada Lock Supply-Sparks, and Kevin Karp, Attorneys-at-Law. Without the goodwill and support provided by sponsors, many kids and their families won't enjoy gifts at Christmas, much less a hot meal in their bellies. The next Reno Toy Run rolls out on November 23. Call 775-359-4446 for info.

—Loudmouth

Photos: Kim Peterson

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GINA SNYDER'S BOURGET BLASTER

What it is... What it ain't!

Barry and Gina Snyder are collectors of fine custom motorcycles, but I gotta tell ya, their garage ain't no stinkin' museum. They ride 'em ya know, and they keep their discerning eyes peeled for the newest, baddest and coolest looking ride on the street, which is usually one of theirs. Some of their friends say that Barry and Gina are addicted to bikes by Bourget's Bike Works since they always seem to have a couple of them around.

A few years ago in Daytona, Florida, the Snyders met Rick Ferretti who runs a bike shop in upstate New York called Diamond Custom Cycles serving the Syracuse, Rochester, and Buffalo areas. Rick used to be a brick mason for the city of Rochester and he hated to go to work. One of the things he loves about getting up every morning now is that he is the supplier for the addictions of the Snyders and other folks who have read the Gospel according to Bourget.

Though they don't build complete ground-up customs any more, Rick works closely with Steve Zammit and Roger Bourget to get his customers one of the finest selections of BBW bikes anywhere. With a dazzling Deano's paint job, every bike Rick gets his paws on is better than the one before.

You are looking at a first-ever, prototype of a one-of-a-kind, one-off bike that you can get for your very own. You heard right, they'll make more! You see, Roger Bourget builds some very nice rides and ships them to discriminating customers all over the world. Barry purchased a couple of BBW bikes in the past, but this one was to be Gina's turn to pick out one for herself.

Gina chose a stretched-out springer, hardcore hardtail, 113-inch S&S Cycle powered, all aluminum, polished and purple pavement pounder known as the BBW T-6 Retro. With a 17-inch seat height and 18 inches of front end stretch, you would have to ride it to believe it, but the T-6 Retro handles well enough to maintain balance when you remove your hands from the bars while riding.

Weighing in at under 450 pounds, BBW further skewed the weight-to-power ratio by adding more punch to the already stout and bombproof S&S Super Sidewinder motor. The heads were decked 0.030, a 0.600 cam was lovingly patted into place, and there was the addition of some special sauce, which mysteriously reappears in the jeans of anyone riding it when doing speed shifts on freeway acceleration lanes.

This is an exercise in the "less is more" school of design because there is so much that this bike ain't. It ain't your Uncle Joe's bike, it ain't your old man's bike, it ain't my bike (although it could be if I order one from Diamond Custom Cycles), but most of all, this ain't no stinkin' chick bike. It takes more balls than some men have to twist the wick and hold on when the tire sticks. That says more than we can figure out how to say about Gina for fearlessly rolling out on it. *—Cheesy Rider*

Easyriders

passin' gas

A wimpy li'l dude walks into a biker bar and asks, "Excuse me, who owns the Rottweiller tied to the light pole outside?"

Red, a huge biker, stands up and states, "I do, why do you want to know?"

The little guy says, "I'm really sorry to have to tell you this, but my dog just killed him."

Red says, "Your dog killed Brutus? Just what the hell kind of dog do you own?"

The wimp replied, "I have a Pomeranian, sir."

Everyone in the bar starts laughing, so Red demands, "How in the hell could that little fuckin' thing kill my dog?"

"Your dog choked on him," he says.

El Rock
W. Palm Beach, Florida

Thug and his ol' lady, Jan, are watching a heavyweight title boxing match on the tube one night, when early in the first round, one of the fighters goes down for the count. Thug crushes his beer can, tosses it across the room and says, "Well, that was pretty disappointing. It was all over in less than two minutes!"

Jan replies kinda quietly, "Now you know how I feel...."

Bill Reid
The Knolls, California

One night Troll comes home early, only to find his ol' lady in bed with another man. Troll immediately drags the guy to the garage where he clamps his pecker in a vice, and then removes the handle.

Moving to the toolbox, Troll takes out a rusty old hacksaw blade. In a horrified voice, the guy asks, "Aw, gawd, please tell me you're not gonna cut it off."

"I'm not," replies Troll, handing him the blade. "I'm gonna burn the garage down."

J.D. Pierce
Richmond, Texas

At a club party, this biker's ol' lady was asked if she'd like another beer. "No, thanks. My ol' man limits me to just one beer at these things," she replies.

"Why is that," she's asked.

"Well, 'cause after one I can feel it. But after two, anybody can...."

Big D
Palmdale, California

Deb and Linda were talking one evening while they were at the gym. Deb was explaining, "I'm try to get Bull into better shape, so I convinced him to go out jogging with me the other night."

"Really," replied Linda. "How'd that go over?"

"Well, I think he might have stuck with it," Deb says, "if his beer hadn't all foamed out of the bottle."

Tomboy
Metamora, Michigan

Slick Nick burst into the local watering hole as red as a beet and panting like an old junkyard dog on a hot day.

"Damn, Slick!" exclaimed the barkeep. "Why are you so flushed and outta breath today?"

"I was just runnin'...up the street...to stop a fight," Nick explains, gasping for air.

"That's a pretty brave thing to do. Just who was goin' at it?" asks the bartender.

"Big Ed...," gasps Nick, "...and me."

Hut
Indypokey, Pennsylvania

An old biker made it shakily through the door to the world famous Mustang Ranch, just outside Reno, Nevada. The hottie at the desk stared at him for a moment and said, "You must be in the wrong place, Gramps. What are you looking for?"

"Ain't this the famous Mustang Ranch? Ain't this where ya got 45 gals ready and willing?"

The receptionist looked perplexed. "Ready for what?"

The old man croaked, "Action. I wanna get some action."

"Just how old are you, old man?" she asked.

"Ninety-two," he replied.

"Ninety-two? Pops, you've had it!"

"Oh," says the old man, a little confused as his trembling fingers reached for his wallet. "How much do I owe you?"

J.R.
Mission Viejo, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: .... Gina Snyder
City: .... Angola, New York

General

Fabrication: .... Bourget's Bike Works
Year/make: ...... 2003 Bourget's Bike Works
Model: .... T-6 Retro Custom
Assembly: .... BBW
Time: .... 6 weeks
Chroming: .... BBW Polishing

Engine

Year: .... 2003 S&S Super Sidewinder
Rebuilder: .... BBW
Displacement: .... 113 cubic inches
Cam: .... S&S 0.600
Carb: .... S&S Super G
Pipes: .... BBW

Transmission

Year/make: .... 2003/BBW 5 speed

Painting

Molding: .... BBW
Painter: .... BBW
Color: .... candy purple
Type: .... powdercoat
Special paint: .... none

Frame

Year/make: ...... 2003/Bourget's Bike Works
Type: .... aluminum "Retro" 250 rigid
Rake: .... 47 degrees
Stretch: .... 6 inches

Accessories

Handlebars: .... BBW
Handlebar controls: .... BBW
Fenders: .... BBW Aluminum
Headlight: .... Headwinds
Taillight: .... BBW LED
Pegs: .... BBW
Foot controls: .... BBW
Gas tank: .... BBW aluminum
Oil tank: .... In frame
Seat: .... BBW leather
Mirrors: .... BBW
Grips: .... BBW

Front end

Type: BBW springer, 18 inches over extension
Builder: .... BBW

Wheels

Make: .... BBW
Size: ...... 2.15-x-21-inch front, 9.0-x-18-inch rear
Tires: .... Metzeler
Brakes: BBW 6 piston calipers
Photos: .... Paul Martinez

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MORE POWER! BY TOM JOHNSON

S&S Cycle's 145 Tribute Motor

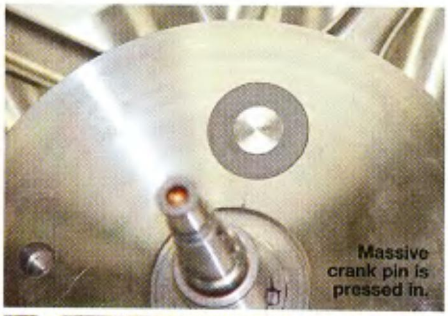
When you get right down to it, an engine manufacturer can build any size engine he wants. The main limitation is physical size. Build an engine a foot taller than stock, and what will your customers use for a frame?

Wanting a special, bigger-than-the-competition's engine to commemorate Harley-Davidson's 100 years in business, as well as its own 45 years, S&S settled on 145 cubic inches as the magic number. One of the major design challenges was to keep the 145 reasonably compact, yet provide enough cylinder length to accommodate pistons with sufficient skirt length.

Skirt length is a concern because, as bores get bigger, the piston skirts move closer and closer together when the pistons pass each other near bottom dead center (BDC). Engine builders provide clearance by removing just enough material from the lower edges of the skirts to prevent a high-speed collision.

The problem, especially for performance pistons that have abbreviated skirts to begin with, is that it tends to make the piston less stable in the bore. That won't necessarily make the engine go boom, but it will accelerate piston and ring wear. Long connecting rods help alleviate the problem by increasing the spread between the pistons.

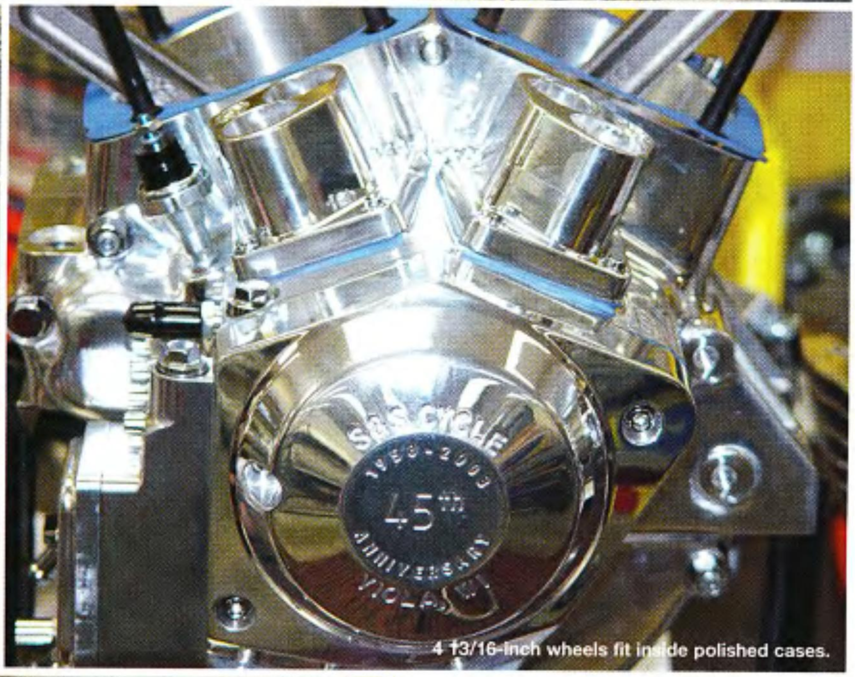
Special rods allow fully skirted pistons.



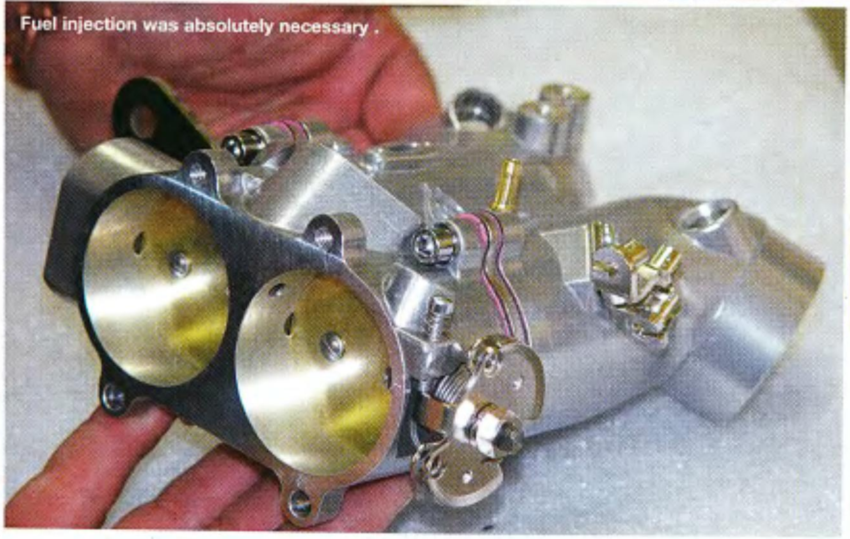
Massive crank pin is pressed in.

TC-style jets cool piston crowns.

New 9-tooth pump delivers more volume.



4 13/16-inch wheels fit inside polished cases.



Fuel injection was absolutely necessary .

Flat-top pistons yield 11:1 compression.

Photos: provided by S&S Cycle

Special connecting rods were among the first parts S&S developed for the new engine. Distance between the crankpin and wristpin centers is 8.25 inches, compared to 7.440 inches for stock Evo rods. To facilitate production, they are machined from steel billet. Later versions will probably be forged.

Cylinders are special too. For maximum heat dissipation, S&S manufactures the 4 3/8-inch bore Tribute jugs from high-grade aluminum rather than cast iron. As with all of S&S's aluminum cylinders, molten aluminum is poured around textured cast iron liners to lock the liners firmly in place.

Pistons have flat domes and utilize two compression rings with a 3-piece oil ring. The pistons are coated to reduce friction, and yield a static 11:1 compression ratio.

Remaining parts in the Tribute engines are production-based. Crankcases have 1-inch-taller cylinder decks and are machined from the Special Application castings used in the competition version of S&S's ever-popular 113. Obviously, that says a lot about their quality. Like the cylinders, heads, and other aluminum parts, all 145 cases are show-polished.

Hardened 4 13/16-inch stroke, forged-steel flywheels turn inside the cases. They are pressed together around a thick-walled 1 1/2-inch crankpin. The 1 1/2-inch pin is important because it provides a more rigid bottom end assembly than the traditional tapered crankpin. Strength is an obvious advantage, but the larger pin helps reduce vibration as well—definitely a consideration in today's market.

An engine this big requires better-than-average cylinder heads. The Tribute versions are based on S&S's B2-Race castings for Twin Cams, which should be available sometime this winter.

With CNC-machined oval ports, 2.2-inch intake valves and 1.8-inch exhausts, about the same size you'd find in a race-prepped 454 Chevy, the Tribute heads move plenty of air. Triple valve springs rated for a 0.660 lift make those big-ass valves do exactly what S&S's long-lived 631 cam—available to anyone with a spare $157.49—tells them to.

It is a well-earned compliment to the 10-year-old 631 that S&S chose it for the Tribute Project. Cams come and go, but the 631 just keeps on kicking ass; 80 cubic inches or 145, given enough compression, it works every time.

Oil volume and pressure are especially critical in the Tribute engine because the high-pressure oiling jets used to cool and lubricate the pistons divert a substantial portion of the engine's oil supply. S&S chose its high-volume, high-pressure (HVHP) oil pump to handle lubrication chores.

With 9-tooth gears and deepened gear cavities, the HVHP pump supplies over 30% more oil than S&S's other pumps and can return up to 60% more. Thanks to it, S&S's revised breather gear timing, and the cam cover's unique air-oil separation system, oiling problems in the Tribute motors are nonexistent.

Chrome is nice, even if it don't get you home, but polished aluminum got the nod as the finish of choice for this project. We've already mentioned the fully polished cases, cylinders, and heads. Getting their own turns on the buffing wheel were the oil pump, billet rocker covers, lifter guides, gear cover, and 45th Anniversary ignition cover. Sorry, S&S lovers, but the slick ignition covers are not available separately.

Carburetors, along with stroker flywheels, put S&S on the map. Electronic fuel injection is the future, though, and S&S's high-flow VFI system (Variable Fuel Injection) got the nod for the Tribute project. The VFI uses dual 2.062-inch throttle bodies capped with billet velocity stacks to give that enormous engine all the fuel and air it wants.

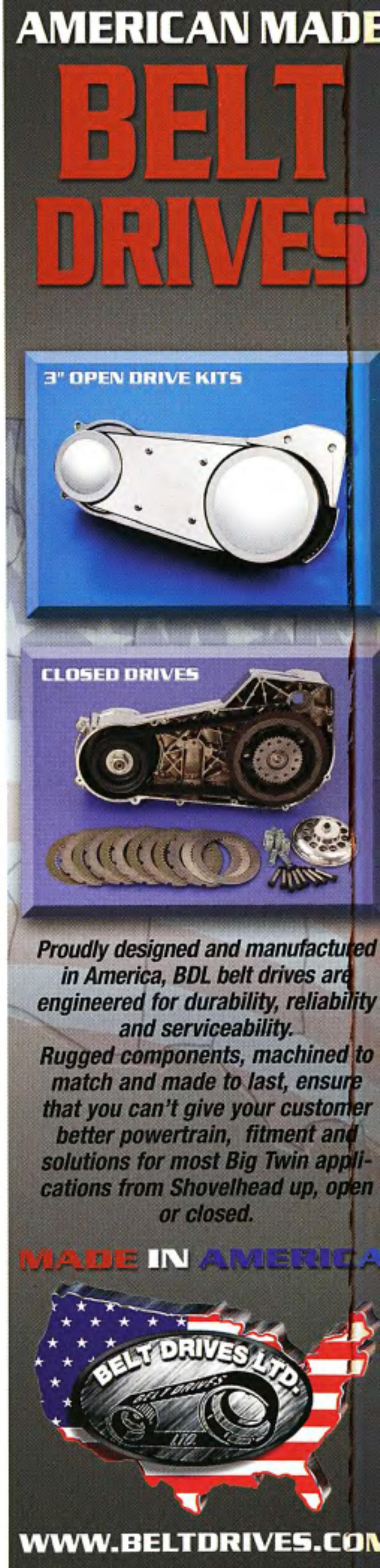
Those familiar with electronic fuel injection will know that mapping refers to programming the EFI module, or in this case the VFI module, to deliver optimal ignition timing and fuel mixture. Because of the different exhaust systems used by the five motorcycle manufacturers that will receive the 45 Tribute engines produced this year, mapping remains an ongoing project.

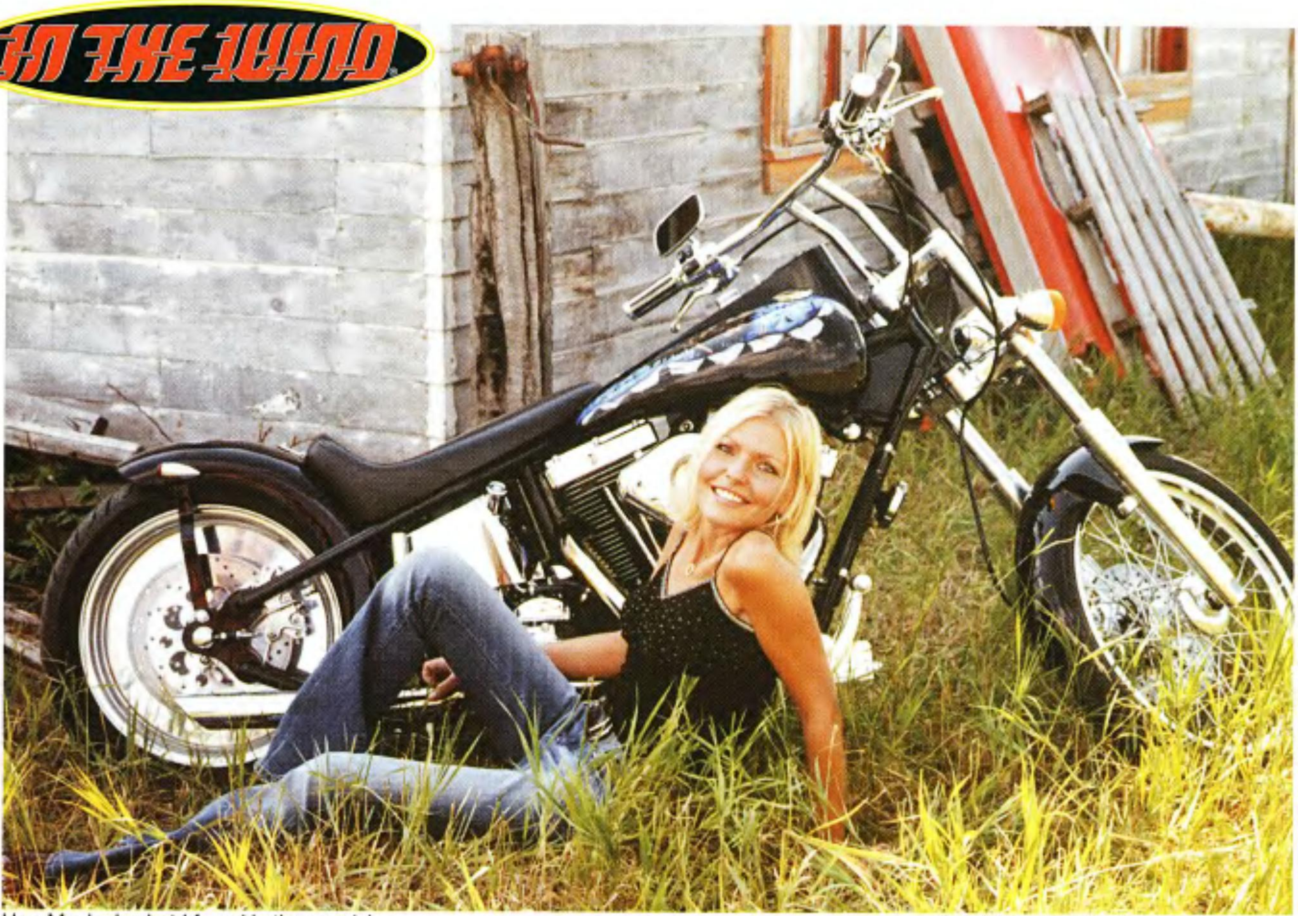
Even so, initial dyno tests have been promising, to say the least. The mule engine managed 186 horsepower and 180 foot-pounds of torque on S&S's Super Flow chassis dynamometer. Those are healthy numbers by any standards, but especially for a street engine that runs on 92-octane pump gas.

The only bad news we've heard about the 145 is that—unless you're one of the nine enthusiasts who can cough up a quarter mil for a set of the five Tribute bikes—you can't buy one. The good news is that, except for the cylinders, most of the parts are readily available through S&S's catalog. Given persistence and a thick enough wallet, you can have just about anything you want.

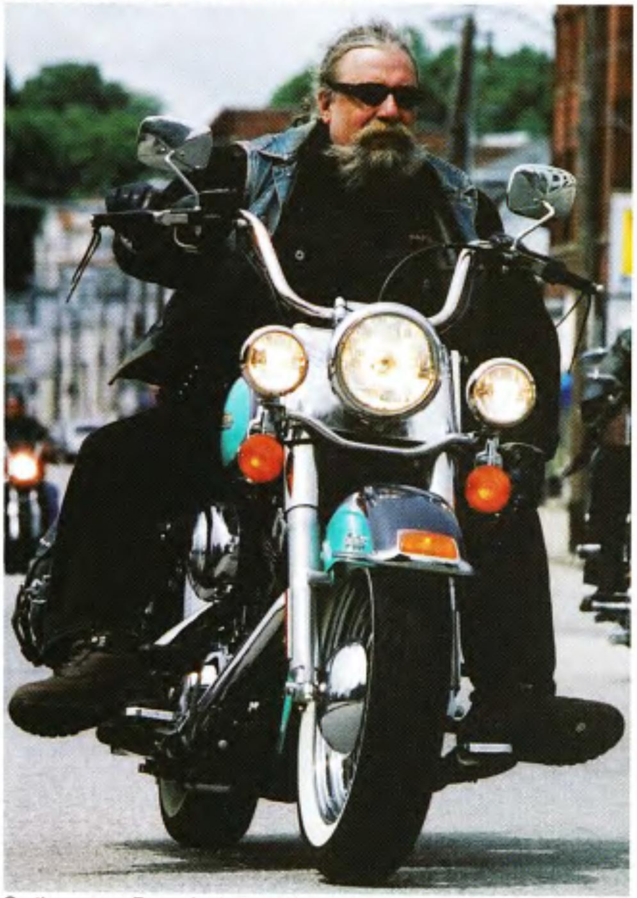
For a start, call S&S at 608-627-1497, or e-mail sscust@sscycle.com.

— Tom Johnson





Hey, Ma, look what I found in the weeds! *—Deb Waite, Frontier Photo, Custer, S.D.*



On the run on Pappy's day. *—Wayne Benvenuti, New London, Conn.*

Country biker/rockers. *—Irv the Perv, Southampton, Mass.*

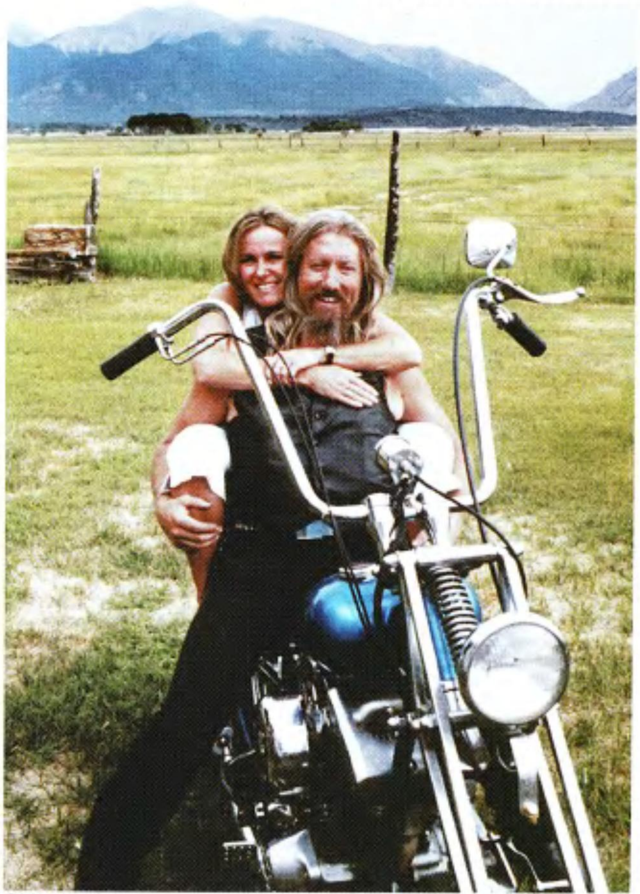
What a party! Wish I could remember it. *—Bill Cromwell, Butler, Pa.*

Wedded widers… er, riders, take off together on June 7, 2003. *—Andrew and Julie Langhals, Ottawa, Ohio*

Josh and Kate's wedding party rides lidless in California, May 23, 2003. *—Woody Carr, Pacific Beach, Calif.*

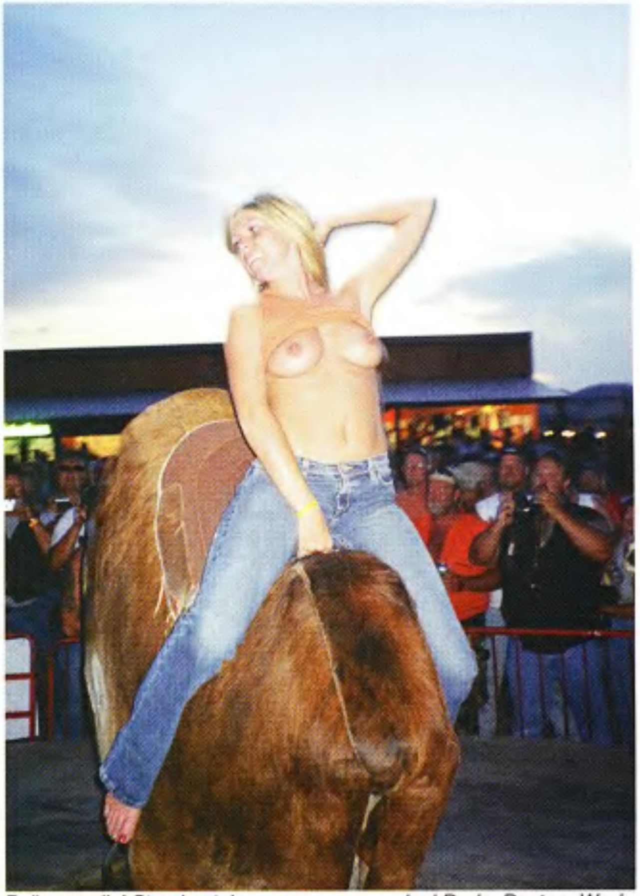
One way to get wind—the Air Force. *—Eric Lade, Fairfield, Calif.*

Freedom rider on a Russian-built captive. *—SSG. Lucky Koharik, Iraq*



Old school cool. *—Tim O'Connor, Nathrop, Colo.*

Well-chapped chicks. —*Scott Mathes, Sturgis Rally 2003*



Bull wranglin' Sturgis-style. —*Joel Rude, Renton, Wash.*

His booby prize(s). —*Bob Neal, Sturgis Rally 2003*

Congrats! —*Dave & Casey Kapura, Newville, Pa.*

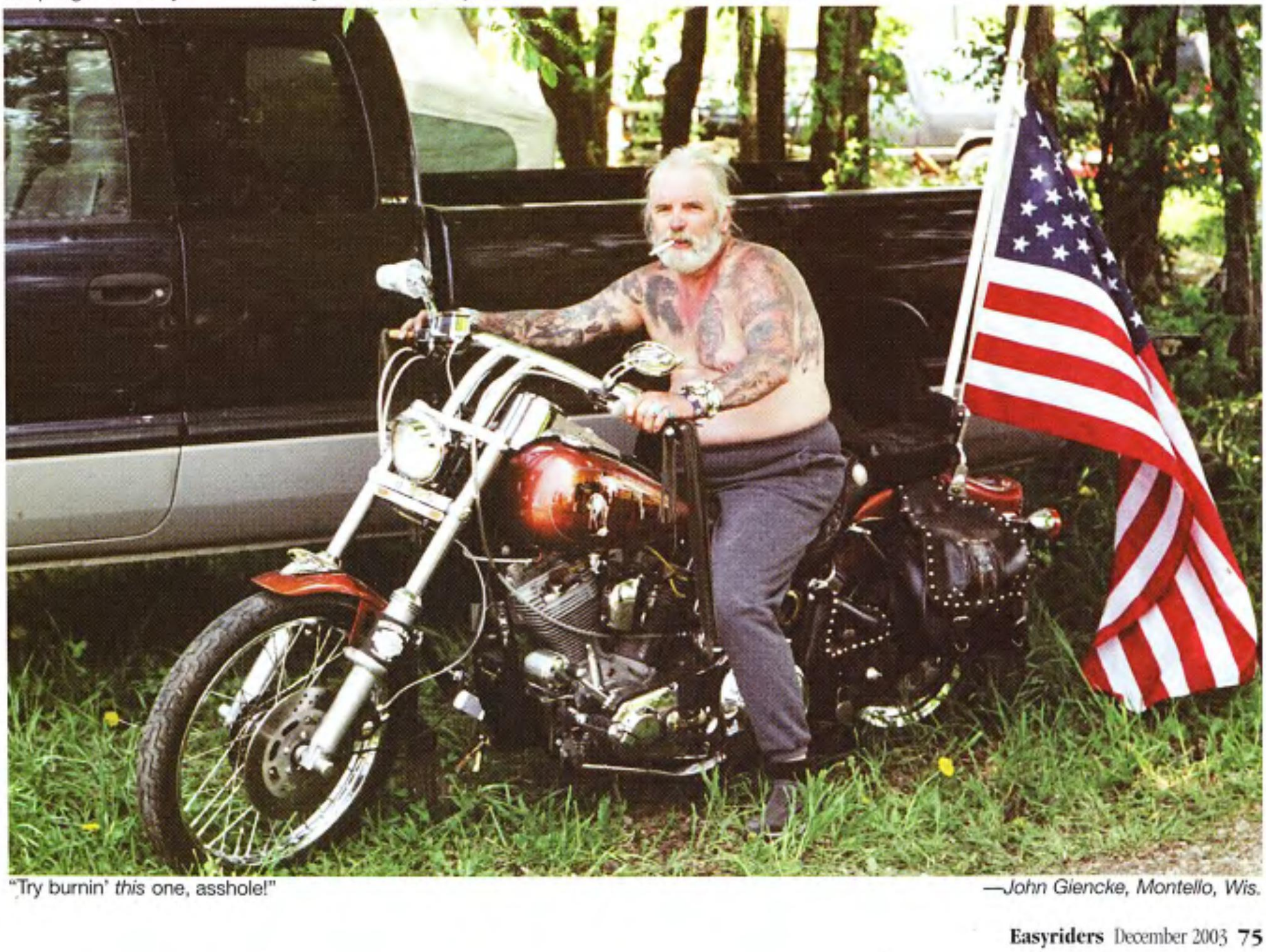
Nope, that Windwalker ain't Jesse. —*T.W. Banks, Locust Grove, Ga.*

Hold it, my cell phone's ringin'. —Elizabeth Novo-Gradac, Bonner Springs, Kan.

Andy Carr ridin' rigid. Reading MC Bike Show 2003. —Joe Dell Photography, Bernville, Pa.

Tempting aren't they? —*Wayne Anderson, Myrtle Beach, S.C.*

"What are you lookin' at?" —*David Credit, Danielson, Conn.*

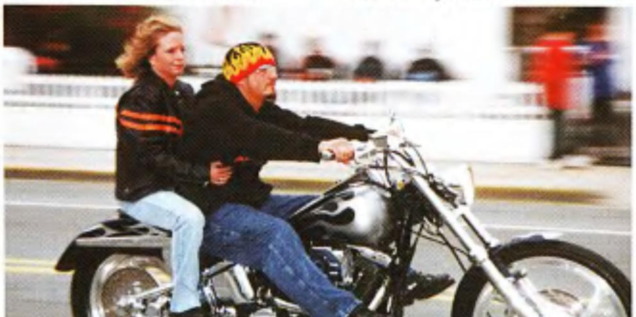


"Try burnin' *this* one, asshole!" —*John Giencke, Montello, Wis.*

Cheers to the first beer of the day. —*Glenn Getman, Daytona Beach Bike Week 2003*

Classy couple on classic iron. —*Ken Karagozian, Hollister, Calif.*

Bumper kit alert! —*Wrong Way, Stuart, Fla.*



Flamed flyers. —*Low Life, Myrtle Beach, S.C.*

Yin-Yang angels. —*Rogue, Melbourne, Fla.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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We've added to our great selection of passenger options with this great set-up for most Softails and late model Dynas. Stowaway or change positions with ease. Works with footpegs or footboards.
4 POSITIONS FOR COMFORT AND CONVENIENCE
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PREMIUM ISO®GRIPS
Our ever popular ISO-Grips with the additional comfort of the Throttle Boss™. Add a colored accent rings or two to match your paint scheme.
Fits all HD models with dual cable grips.
SILVER BULLETS™
We offer a variety of mounting kits and three styles of lights. Small L.E.D. style and two sizes of Halogen. Your custom look can be achieved quickly and cleanly.
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SWITCHBLADES™
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In their standard compact mode, they are a large surface area, rubber isolated footpeg. Deploy the concealed heelrest, and now you have the added fatigue-fighting comfort of the famous Küryakyn ISO®-Stirrups.
Deluxe style shown, Squareback style resembles O.E. Lens. Laydown style now available as Smoke Lens.
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PANACEA™ TAILLIGHT & TURN SIGNALS
Bright L.E.D. amber arrows and two color Turn Signal Inserts get everybody's attention. Squareback, Laydown and Deluxe Taillights styles available. Red and Smoke plug-in type inserts available for New Bullet, Classic Bullet and Flat styles.
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Master builder Billy Lane and the crew at the Melbourne, Florida-based Choppers Inc. have been busy with the Discovery Channel these days filming of *The Great Biker Build-Off* series. At the same time Choppers Inc. built a bike for the renamed 2003 *V-Twin* Biker's Ball charity event in Daytona, Florida, which was auctioned off for $51k, benefiting The Boy's and Girl's Club of Florida. And, at the same time, Billy and the gang built one of the Camel Bikes to debut in Daytona. Yeah, they're busy guys, but as Gene of Choppers Inc. says, "The hardest part of building the Camel bike was the time constraint, so we had to put our heads down and rock and roll on it." Gene by the way is 6 feet 8 inches and about 300 pounds and handles customer complaints, which for some reason are almost non-existent.

When the R.J. Reynolds company gave the nod to build a Camel bike, Billy and Gene happened to be working up their second hubless chopper and at that point it morphed into the Camel project. As Gene explains, "Basically one day Billy and I sat down, and I think that day was about 18 weeks long, and came up with a lot of the ideas he and I had been kicking around back and forth for the last five years. We had been waiting for a canvas for those ideas, and here it was."

The creative process included Billy and Gene eating a lot of chicken wings, downing a lot of beer, staying up really late, visiting a lot of strip clubs, drawing designs on napkins, and remembering all the cool things they thought would make for a very neat-looking, hot rod-themed motorcycle. Then they decided to put a twist on the concept by adding a high-techish hubless rear wheel. Call him a poet with a welding torch as Gene sums it up, saying, "It's kind of like time folds in on itself. We had the very newest and coolest and yet the very old-schoolest."

That old-school theme included a knucklehead motor. They hooked up with Accurate Engineering who responded by building a bulletproof 103 cubic inches of potent nostalgia. Add to the mix a lot of vintage hot rod-era components like the Stromberg multi-carb setup and an exhaust looking like it was fresh off a '32 Hi-Boy with Lakes pipes. Then the flames guy stepped up and said hey, it'd be really good if your dump pipes shoot flames. "Well, we're all about that," said Billy who then hammered up a slick and "petit" gas tank to help emphasize the all-brawn look of the bike. Asked what the hot rod knuckle sounds like, Gene gives out with a wicked laugh and says, "A small block Chevy with open headers. As you found on traditional Lakes pipes, we have wing-nutted plates on the ends, but we haven't uncorked them yet 'cause we like our eardrums."

Of course the frame had to be stretched and raked, so Billy utilized the

Billy Lane's Hubless Camel Bike

math for a rake-stretch combo they had used before, then one night got crazy and chopped a frame apart and grafted the old school to the new school. Joey Perse was kind enough to take Billy's drawings for the hubless rear wheel and machined all the parts to encapsulate the bearing assembly for which Billy built the 18-x-8 1/2-inch wheel. Joey also supplied the trees and lower legs onto which C. J. Allan engraved old-school artwork for the authentic late '50s, early '60s look. Looking for a lightweight, all business design for the front wheel, Billy went to Xtreme with his concept and the result was the 21-inch "Blade" wheel, rolling Avon rubber.

Using an old-school custom trick, paint-meister Joe Richardson used a combination of gloss black and flat black where you highlight parts of the panels with the gloss, subdue some of it with the flat black then accentuate everything with pin-striping.

What's the coolest custom touch on this bike? Gene says, "As much as I love this motorcycle, I wish the bottle opener was located a little lower because you have more chance of spilling your beer where it is right now." Yes, there is a bottle opener. It's located on the rear hubless bearing assembly.

Asked if they'd build another like it, Gene replies, "We don't like to do the same thing twice. And it helps that we can't remember how we do them. The creative process is to let the bike take its own shape rather than force it into something. Bottom line, I can give you the same

flavor, but I can't use the same piece of beef." That's the kind of righteous style that makes Choppers Inc. famous.

If you want a prime cut custom of your own, log on to www.choppersinc.com where you'll also find all the cool product lines offered by Choppers Inc. including brake systems, frames and rolling chassis, handlebars, sheet metal, velocity stacks, and clothing. You can also call 321-757-7262 and ask for Gene or Nick who can hook you up with anything you need. *—Paul Garson*

Owner: ....................R.J. Reynolds
City: .... Winston-Salem, North Carolina

General

Designer: ....Choppers Inc./ Billy Lane
General
Fabrication: ....Choppers Inc.
Year/Make: ....2003 Choppers Inc.
Model: ....hubless chopper
Assembly: ....Choppers Inc.
Time: ....4 months
Chroming: ....S&H Plating

Engine

Year: 2002
Model: ....knucklehead
Rebuilder: ....Accurate Engineering
Ignition: ....Mallory
Displacement: ....103 cubic inches
Lower end: ....S&S
Balancing: ..Accurate Engineering
Pistons: ....Axtell
Heads: ....Harley-Davidson
Cam: ....Leinweber #3
Lifters: ....JIMS
Carb(s): Vintage Speed Stromberg
Air cleaner: ....Vintage Speed
Pipes: ....Choppers Inc.
Mufflers: ....you're kidding

Transmission

Year: ....2002 Baker
Modifications: 6-speed
Shifting: ....suicide

Painting

Painter: ....Joe Richardson
Color/type: ....black
Type: ....cool custom
Special paint: ....all of it

Frame

Year: ....2001 Choppers Inc.
Builder: ....Billy Lane
Type: ....rigid
Rake: ....50 degrees
Stretch: ....8 inches
Shocks: ....shocking to ride
Modifications: ....hubless

Accessories

Bars: ....Choppers Inc.
Risers: ....Choppers Inc.
Handlebar controls: ..Performance Machine
Fenders: ....Jesse James
Headlight: ....Arlen Ness
Taillight: ....Choppers Inc. Lucky 7
Speedo: ....none
Pegs: ....Performance Machine
Electrics: ....Cycle Electric
Gas tank: ....Choppers Inc.
Oil tank: ....Moon Eyes
Oil system: ....copper
Seat: ....Paul Cox
Mirrors: ....none
Grips: ....Choppers Inc.

Forks

Type: ....Perse Performance
Extension: ....18 inches over
Builder: ....Perse Performance
Special Features: ....everything

Wheels

Front

Size: .... 21 inches
Wheel: ..Extreme Machine "Blade"
Tire: ....Avon
Brake: ....Performance Machine

Rear

Size: ....18 x 8
Wheel: ....hubless
Tire: .... 240 series Metzeler
Brake: ....Performance Machine

Photographer: ......Michael Lichter

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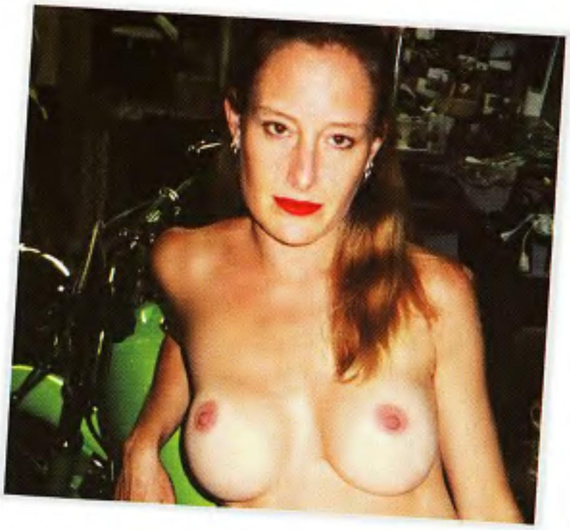
Meet July's Winner

What a way to end a year—with pure glamour. If you'll flip backwards in time to the July issue, you'll notice your July winner, Tania, had a whole different look. However, when she appeared in our offices for her photo shoot, she had the grace and style reminiscent of the glamour queens of the late '40s and early '50s. No, not *those* kind of "queens," I'm taking about those ladies with names like Hayworth, Garbo, Grable and Monroe. No, I didn't know them personally, but I've seen movies and pictures. Speaking of which, this new-age femme fatale had the entire studio buzzing as she primped, posed and played in front of photog Rick Hustead's lens as he captured her every move on Barry Cooney's 2003 Ness Y2K custom. In fact, I don't think I've ever seen Barry so...stoic is a good way to put it. If ya don't believe me, take a gander for yerself by flipping to Page 98. But first, take a gander at this month's group of cuties and take a moment or two to vote for yer favorite! —*Sherwood O'Dunner*

Amy—Ohio

#1201

"I actually took my first ride last month and I am hooked. Not only was it a rush...but it felt just like a huge vibrator!"



Dana—Florida

#1202

"My first ride was on the the bike my husband built...for me! I never could stand riding on the back, because I have to be in control."

Dawn—Oregon

#1203

"My first ride was on a Dyna Wide Glide in Maui. It was hot, smooth and loud...just the way I like it."

Stephanie—New Jersey

#1104

"There's only three words that can describe my first ride: wet and wild."

Holli—Massachusetts

#1205

"Sitting on the side of the road with my boyfriend and his broken rice rocket, a guy on a Harley offered me a ride to go get help. After that, I never went back."

Nikki—Colorado

#1106

"My first ride was in the sidecar of my dad's Electra Glide at the ripe old age of 6 months! I've loved bikes since before I could remember and bikers even more."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #366 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes November 1, 2003. The voting deadline for this month's crop of cuties is November 30, 2003. We'll announce the winner in the March 2004 issue.

Here she is folks, your August 2003 monthly Fox Hunt winner, Leyna, Number 802 from Columbus, Ohio. Come back next month and see a lot more of this dynamite 20-year-old!

366

FOX HUNT
P.O. Box 3000,
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Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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Gainesville, Texas

THE PAINTER'S BIKE

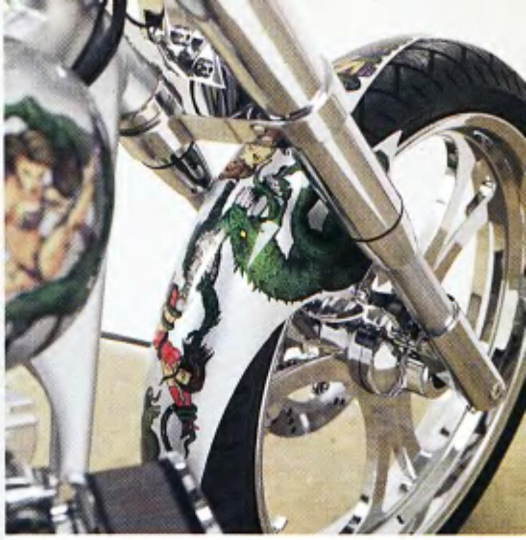
Scott Daugherty has been a painter since his early teens and is a true daVinci with a brush or an airbrush. His special brand of creativity has taken him far. For instance, to get a shot at moving up the ladder at the SoCal paint shop where he worked as a lot boy, he bet his week's paycheck to his boss, betting that he could do anything the current painter was doing. Lacquer for blood ya might say.

After honing his talent there, he got the entrepreneurial bug, and when he found a small shop for sale in Orange County, he made the leap from employee to owner. Tired of the mounting congestion in the area, Scott headed east to Arizona where he spent time squirting the custom paint seen on the Titans that were built during his tenure there, which ran from '96 to '99. With the closing of Titan, Airea 5150 was born and Scott was back to being his own boss—sort of. See, his wife, Karen, holds the position of president, which frees Scott up to do what he does best—paint and manage the shop.

But something was lacking. Sure, he'd painted some of the wildest bikes on the street for manufacturers like Minneapolis Custom Cycles, APC, Titan, and Jackman Cycles, but was there one in his garage?

FIRST TIMER

Edelbrock



No, dammit—and that had to change.

Scott employs some talented fabricators and artists at Airea 5150, and one day he put a bug in one of 'em's ear, master fabricator Craig LeTourneau, outlining his idea of just what his first custom bike would be.

Choosing from the cream of hardware manufacturers, Scott selected a Daytec 250 Stealth frame and the accompanying sheet metal that Daytec manufactures. To get the bike up on its RC Components wheels, a 63mm inverted Mean Streets fork was fit to the frame and the wheels were wrapped in Metzeler rubber. To top off the forks, Scott couldn't resist the ultra clean look of Climax Cycle Control Systems' handlebar and control package. This setup keeps all the wires and hydraulic lines tucked out of view, while offering all the normal buttons and switches. It looks awesome as well.

While Craig was busy with fitting various tasteful changes to the chassis, Larry Crane went to work assembling the tricked-out Evo engine that just had its internals massaged by nearby Alley Works, bringing the displacement up to 88 cubic inches and 114-horsepower. Just so we don't let the cat outta the bag, let's just say there's lots of compression and a beefy bumpstick. Craig then shaped the exotic crossover exhaust and unique heat shields. To deal with the 240mm rear tire, a Baker Right-Side Drive transmission keeps this hard-running paint shooter's scooter evenly balanced and shifting like a dream.

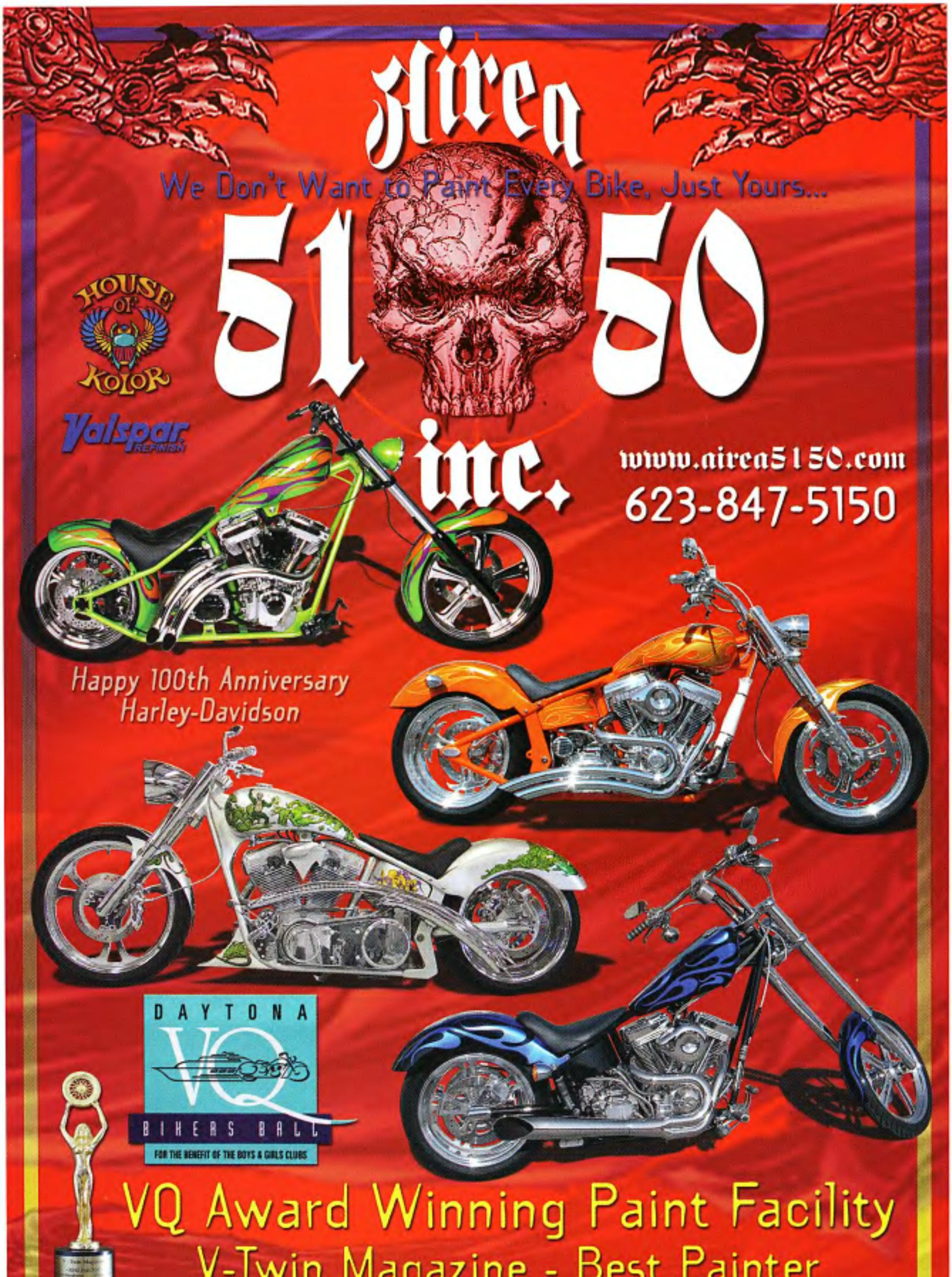
As the metalwork was nearing completion and Mike Torumb was getting started on the initial assembly chores and wiring, Scott started sketching and passed the actual painting chores off to talented associate Tom Stevenson. Take a good look at the graphics adorning Scott's new ride and you'll get a glimpse inside his fertile imagination. He wanted

something different and eye grabbing and it appears he's achieved that goal. The amount of detail and the hours that it took for Tom to create the surreal goddesses and bizarre beings must have been staggering.

Grant Walker shared final assembly duty with Torumb and Scott had his bike ready just in time for the V-Twin Expo in Cincinnati last year, where it turned more than a few heads and caught the eye of the Phantom, who set up the photo shoot.

As much as Scott thought this would be his main ride, the bugs hit again. He's got another bike on the drawing board, and since ya can only ride one at a time, he'd be willing to part with this one—for the right price. If you're looking for fresh paint for your ride, visit Scott's Web site at www.airea5150.com for the lowdown or call 623-847-5150.

—Boxcar



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General
Fabrication: ......Craig LeTourneau
Year and make: ....2003 Custom
Model: ....she couldn't make it
Assembly: ....Grant Walker
Time: ....8 months

Engine
Year: 1995
Builder: ....Larry Crane/ Alley Works
Ignition: ....Crane
Displacement: ......88 cubic inches
Cam: ....S&S 585
Carb: ....Edelbrock
Exhaust: ....freakin' loud

Transmission
Year: ....2003 tricked out

Painting
Painter: ....Airea 5150
Color: ....silver
Special paint: ....Airea 5150

Frame
Year: ....2002 Daytec
Type: ....250 Stealth
Rake: ....36 degrees
Stretch: ....none
Shocks: ..Legends Air Suspension

Accessories
Handlebars: Climax Cycle Control Systems
Risers: ....Climax Cycle Control Systems
Handlebar controls: ..Climax Cycle Control Systems
Fender: ....Daytec
Headlight: ....Headwinds
Taillight: ....Joker
Speedo: ....hell no!
Pegs: ....................................U.M.I.
Foot controls: .......................U.M.I.
Gas tank: ....Daytec
Oil tank: ....Daytec
Seat: ....gotta have one
Mirrors: ....Ness
Grips: ....................................U.M.I.

Front end
Type: ....63mm inverted
Builder: ....Mean Street

Wheels

Front
Wheel: ....RC Components
Size: ....3.5 x 21-inch
Tire: ....Metzeler
Brake: ....RC Components

Rear
Wheel: ....RC Components
Size: ....8.75 x 18-inch
Tire: ....Metzeler 240
Brake: ....RC Components
Photos: ....Butch Lassiter

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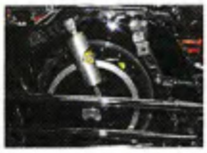
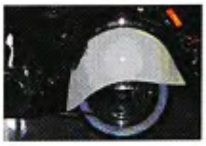


Mono Shock System for 02-03 Indian Chief
Retail Price: $1200.00
HI-LO Rider is now available for Indian Chief allowing The Rider to have a super **Low Custom** without any frame modification, or losing the ability to rise to the occasion.



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Easyriders

BARRY COONEY'S DARING DEVIL

Hell On Wheels

If there is one hard and fast rule for Barry Cooney, it is as follows: Ride hard, ride fast. Solid proof that he lives by his rule is in the difficulty you'll find trying to catch up with him. A mutual friend told us that Barry was on his way to the Sturgis Rally and Races, and good luck trying to catch him.

Barry left his San Diego home on this hellacious bike and averaged a modest 95 mph for his 2003 tour of the Black Hills. If that ain't hell on wheels, it's not far from it.

Barry's first bike was an old Matchless. Several Nortons, Triumphs, and BSAs later, he switched to Harleys and hasn't missed a stroke since. He opened a custom bike shop in Portland, Oregon, back in 1971 called B.C. Choppers that many who are in the know credit as being one of the original birthplaces of cool, old-school choppers.

Thirty years ago, Barry began a special friendship with Arlen Ness, and over the years, he has always respected Arlen for making the best stuff in the industry.

Last year, Barry had a chance to ride Arlen's first Y2K frame bike and he liked the way it handled so well that he got one for this project. In true legendary fashion, Barry assembled some of the most experienced craftsmen he could find, and asked them what he always does—to accomplish the impossible.

Russ Wernimont told us he always wants to be part of Barry's annual bike projects because he knows that whatever Barry is building, it will always be unique and cutting edge and it will turn enough heads to get hiw work seen. Tom Pirone of TP Engineering (also one that likes being involved) has figured out the problems riders like Barry have been having with big-inch motors. It seems that all of Barry's hyper thrashing had been giving lesser mills the "head-pukes." TP's 121-inch "Pro-Vent" model keeps on whipping out the horses with nary a whinny, regardless of how mercilessly Barry decides to pull on the reigns. He can't wait to run it down the strip.

Kevin Norton is an extraordinary man of his word who is also a very talented San Diego painter. Kevin's work draws critical acclaim and he always gets Barry's artwork done on time. North County Plating is a do-it-all chrome shop where Barry could drop off a part or two and have them ask if it would be cool to get it back in three days. This amazing mix of talent and class came together in Barry's latest bike—a scoot that shoots down the road like a bat out of hell.

Although Barry sold B.C. Choppers 20 years ago, he still builds a couple of award-winning bikes each year, and rides the road rodent right out of 'em. Those who have heard him say, "I would rather build a bike than clean one," have discovered an essential element in Barry's formula for happiness.

Riding and wrenching is what Barry does, but to keep his sanity, he doesn't want the stress of doing it for a living. If it's raining outside, he heads inside to the garage for some "very therapeutic" wrenching. Otherwise, he hops on his scooter and within five minutes, Barry's riding in the hills, playing grab ass with the devil.

Speaking of devils, this month's Fox Hunt winner, Tania, certainly has some of the most delicious curves we've seen in a while. She enjoyed wrapping herself around Barry's mean machine and we enjoyed watching her. *—Mephisto*

Easyriders

Owner:......................Barry Cooney
City:..............Escondido, California

General

Fabrication: ....Barry Cooney
Year/make: ....2003 Custom
Model:...................Arlen Ness Y2K
Assembly: ....Barry Cooney
Time:.................................6 months
Chroming: ....North County Plating

Engine

Year: ....2003 TP Engineering "Pro-Vent"
Rebuilder: ....TP Engineering
Displacement:......121 cubic inches
Cam:......................................Crane
Carb:...........................S&S Super G
Pipes: ....modified, Samson

Transmission

Year/make: 2003/5-speed

Painting

Molding: ....Kevin Norton
Painter: ....Kevin Norton
Color: ....black, white, and red
Type: ....House of Kolor
Special paint:...........................none

Frame

Year/make: ....2003/Arlen Ness
Type:..................rubber-mount Y2K
Rake: ....40 degrees
Stretch:..............................4 inches

Accessories

Handlebars: ....Arlen Ness
Handlebar controls: ......Arlen Ness
Fenders: ....Wernimont
Headlight:......................Headwinds
Taillight:..........................Wernimont
Pegs:................Paul Yaffe Originals
Foot controls:..................Paul Yaffe Originals
Gas tank: ....Wernimont
Oil tank: ....Dyna
Seat: ....Danny Gray/Barry Cooney
Mirrors: ....Arlen Ness
Grips: ....Paul Yaffe Originals

Front end

Type: ....wide, 10 inches over extension
Builder: ....Arlen Ness

Wheels

Make: ....Ness Tech
Size: ....2.15-x-21-inch front, 9.0-x-18-inch rear
Tires: ....Avon
Brakes: ....Arlen Ness
Photos: ....Rick Hustead

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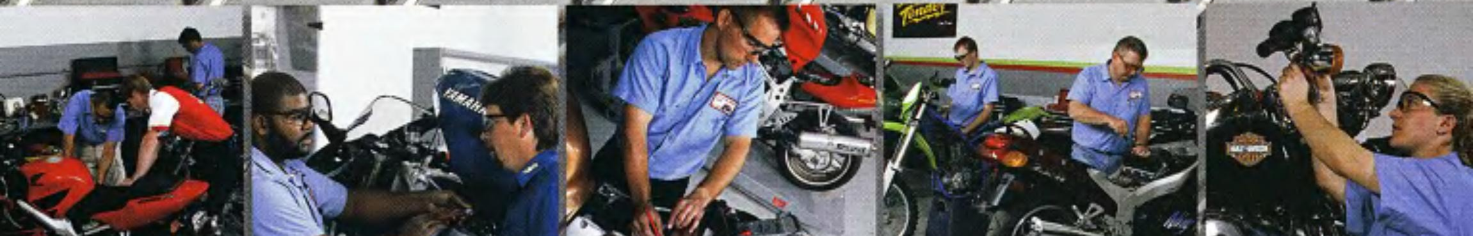

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AN *EASYRIDERS* PRIMER ON FAMILY VACATIONS

Avoid Travelling With Your Family

At some point in his life every family man makes the mistake of taking a road trip with his clan. This involves loading everyone to whom you are a parent or spouse into an automobile and driving great distances to see things you didn't really want to see in the first place. Things you could have seen on TV and probably have 1,000 times.

It's important on such trips to have a clear destination in mind prior to leaving the driveway. Someplace the whole family can enjoy such as The Grand Canyon, Mount Rushmore or the Rocky Mountains. All of these locations have two very distinct similarities. First, they are all national treasures to be held in memory as an important part of the country's history. Second, none of them are going anywhere so there's no good reason your kids can't go see them after they've grown up and moved out of the house, thus leaving you out of the entire ordeal.

The big mistake that people make when they set out on a road trip is expecting things to go as planned. They never do. The vacation-bound family would be a lot less stressed out if they would just learn to lower their expectations. Set your goal more towards survival than relaxation and fun.

Survival is what it's all about. If you are able to return home with the same number of people you left with, all in more or less the same physical condition, then your trip was a success.

What causes the most grief and agony on the road is time. Too much time. You take a group of people who are used to a certain amount of freedom, pack them into a sedan for days on end with the sun beating down on its oversized, high visibility windows and things are bound to heat up. You may start out with the best intentions, singing road songs, listening to the radio and playing travel games, but eventually all the wholesome family bullshit starts to wear a little thin. The miles drag by, the parents get grouchy and the kids start to lose their marbles.

Children are not naturally equipped for long distance travel. They get all restless and freaky. They don't yet have the disposition to deal with extreme boredom. Men can do it because they're used to listening to their wives prattle on about curtains and blenders and such. Women occupy their minds by thinking about bright colors or the number seven or whatever goes on in their brains when they aren't talking. But kids just go nutty.

The goal of all children on any road trip is to find a way to stop the car so they can get out and do anything but be in the car. Short of throwing themselves out the window there is only one way to do this. By needing to go to the bathroom.

There is nothing that will stop a car faster than a possible pant wetting. It's an effective threat because, as parents, we know they'll do it. They've done it before, which leaves you with no choice but to pull over.

Initially these stops are made at roadside restaurants and other official facilities that have actual toilets and such, but after about a hundred such pit stops you become a lot less selective. As long as there aren't too many people watching, that's good enough. The fact that you're sitting at a red light is no reason to be shy.

The only way that you can prevent all these annoying stops is to limit the amount of liquid you provide to your children while they are in the car.

Sure, they'll complain at first, but after a couple of days the dehydration helps them sleep.

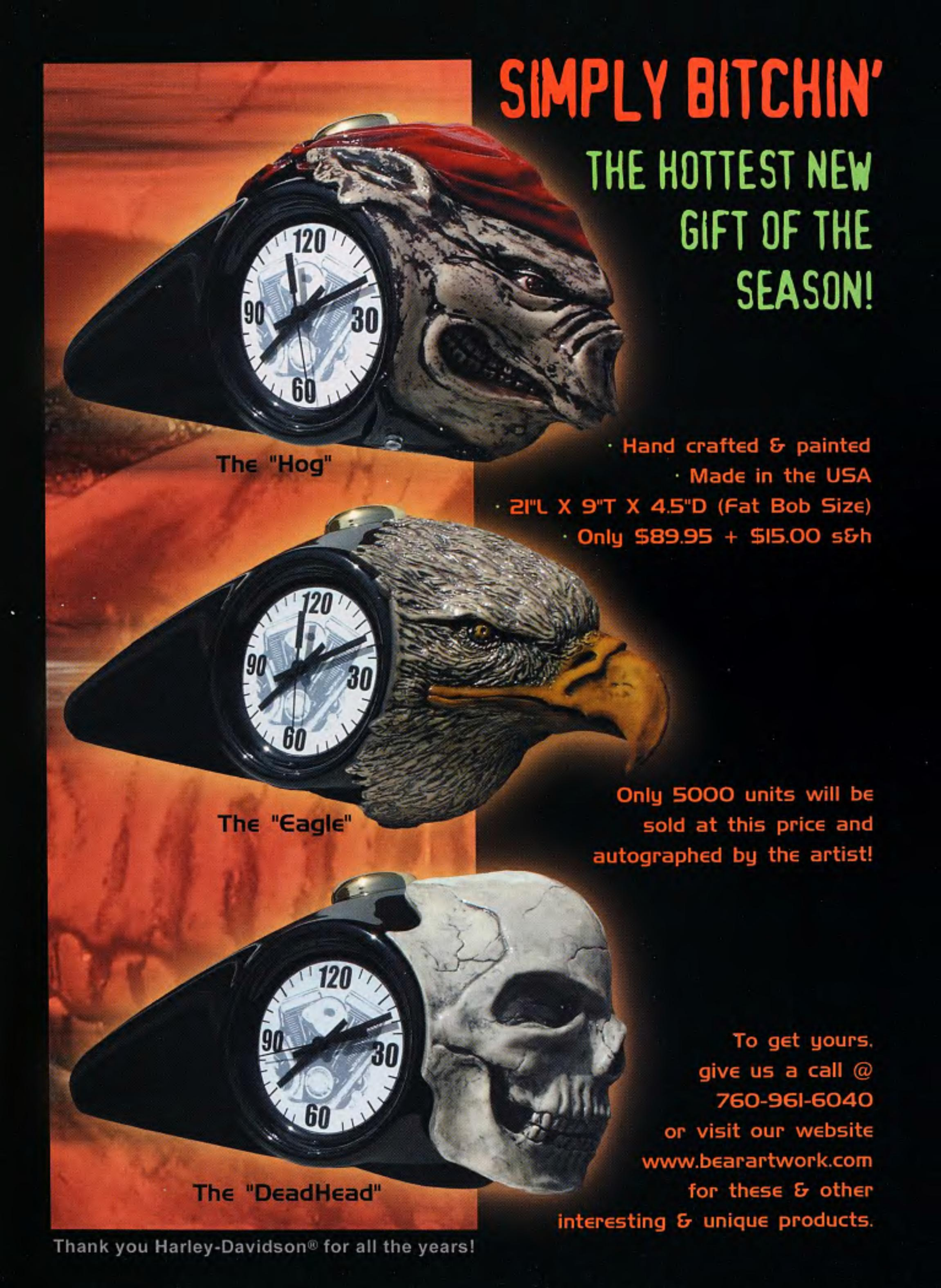
As the days pass and the onboard tension becomes unbearable the level of civility within the vehicle tends to drop off just a tad. You may notice that your conversation has taken on a different tone than when you set out, often going something like this:

"Quit bugging your brother."
"Quit bugging your sister."
"No, we're not there yet."
"I'll stop this car."
"Why did we have children?"
"Why did we get married?"
"I want a divorce!"
"Shut up! Just shut the hell up!"
...painful 10-second pause
"Look kids, a horse."

It's strange that even as you cross over the line towards insanity, your kids are just beginning to enjoy their vacation. Watching Mom and Dad ranting and freaking out is what they'll remember and cherish. Your insanity becomes their mental keepsake because driving you crazy is what they live for.

Yet despite drawbacks that would keep a smarter man locked up in his bathroom, the family road trip remains a popular way to see the country and test our endurance. And like so many painful things we do, we do it for our kids. We hope they'll come through the ordeal having learned something they can carry with them into adulthood. Things like patience and bladder control. Or how to sleep sitting up. Or how funny their mom looks when she gets so mad she starts to spit when she screams. But most importantly we want them to learn how important it is to do good in school, get a good job and make lots of money. Because if they make lots of money, when they decide it's time to take their own kids to see the country, they'll be able to afford a freakin' plane ticket.

—*Greg White*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F R O M   S L I M   T O   S U P E R   W I D E

The wonderful thing about wheels, is that wheels are wonder things. They're shiny, big and round and they roll all over the ground. Sheesh, I sound like Tigger, sorry everyone. Actually, there are more unique and innovative wheel designs from more great companies today than ever before, from super skinny to big and fat. We've gathered a few together for your perusal here and hope you'll find just the right design for your cool custom bike. Enjoy.

—Dave Nichols

GUIDE TO WILD WHEELS

Hallcraft's New, Big 18-inch Wire Wheels

Hallcraft's now offers 18-x-8-inch; 18-x-8.5-inch and 18-x-9-inch, 80- or 100-spoke wire wheels. These custom wheels feature a spun steel rim, heavy, 6-gauge spokes and a custom, aircraft-quality billet aluminum hub.

Like all Hallcraft's wheels, the 18s are guaranteed 100% tubeless and balanced, featuring Hallcraft's exclusive internal balancing system, developed by Balance Master, eliminating the need for unsightly external wheels weights. The wheels are triple show-chrome plated in Hallcraft's state-of-the-art chrome plating facility. Hallcraft's wheels come ready to install, complete with sealed bearings, spacers, and valve stem.

Hallcraft's 18-inch wheels are available through the following distributors: Chrome Specialties, Custom Chrome Inc., Midwest Motorcycle Supply, Tucker Rocky/Bikers Choice, Motovan, and MID-USA.

Hallcraft's 46 "Texas Big Spoke"

Hallcraft's Texas Big Spoke wheels feature 46, 3/8-inch spokes and is available in 16-, 18- and 21-inch sizes.

Like all Hallcraft's wheels the Texas Big Spoke is guaranteed 100% tubeless and is factory balanced, featuring Hallcraft's exclusive internal balancing system, developed by Balance Master eliminating the need for unsightly external wheel weights. These wheels are triple show chrome plated in Hallcraft's state of the art chrome plating facility.

Hallcraft's Texas Big Spoke wheels are available through better dealers throughout the United States, Canada and Europe. Suggested retail prices start at $860.

Xtreme Machine Original Custom Wheels

Xtreme Machine's new 5-spoke Flare wheel has a design reminiscent of muscle-car wheels that fits many modern or traditional custom motorcycles. The five straight spokes of the wheel have a nostalgic look combined with state-of-the-art machining to fit modern-day demands. All wheels come with a chrome or polished finish.

Call Xtreme Machine at 217-291-0200 to find out more about the company's extensive line of wheels or log on to www.xtrememachineusa.com.

Big Bear Choppers' Production Spade Wheels

Big Bear Choppers' Spade wheels demonstrate a very innovative design that might have people thinking they're "one-offs." Big Bear Choppers claim their represent the ultimate creative wheel set on the market today. Big Bear Choppers insists the Spade wheels are

made in the USA from American materials. CNC-machined from 1-piece aluminum forgings and retailing for $2,499 for a pair, all wheels come complete with hub, bearings, oil seals, valve stem and all the necessary hardware.

Call 909-878-4340 or visit the company's Web site www.bigbearchoppers.com for specifications and orders.

Carolina Custom Products Inc. Award-Winning Custom Wheels

Carolina Custom Products Inc. tells us they take pride in having provided wheels for such award-winning custom bikes as those of Russell Marlowe and the Kendall Johnson's Camel Bikes. What's more, the same quality that went into the wheels of those award-winning bikes, is the same that goes into each set of custom wheels they deliver to their customers, they say.

Carolina Custom Products, Inc. has custom billet wheels in all popular sizes to fit stock applications as well as custom constructions. All of their standard designs have custom pulleys, sprockets, and rotors available to match. The Viper (pictured) is only one of over 20

eye-catching designs available from Carolina Custom Products Inc. They also manufacturer a full line of accessories and custom frames.

If you're planning the foundation for your next custom motorcycle, give 'em a call at 704-592-2355 or check 'em out on the Internet at www.carolinacustom.cc.

Black Bike Reinvents The Wheel

Black Bike wire spoke wheels is once again breaking new ground with their cutting-edge concepts, they tell us.

New for this year is wire spoke wheels for the V Rod, which accepts a 200 tire with no modification to the bike. Black Bike also designed an 18-x-5.5-inch rear rim with a 180-series tire that bolts right on to the Harley Deuce.

Black Bike also has inboard disc brake wheel assemblies for the Performance Machine system. And you can get laced wheels in red chrome, blue chrome, and finally—with14-karat gold spokes.

Among Black Bike's regular customers are builders such as Paul Yaffe, Chica's Custom Cycles, Denver's Choppers and many more.

Call 818-341-2550 for more information on Black Bike wheels.

Ego Tripp Offers 45 Custom Wheel and Accessories

Ego Tripp Wheels and Accessories makes an extensive selection of patterns, sizes, and fitments for any motorcycle, they tell us. All of their products are manufactured in their

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35	$10.33	$14.66
40	$13.30	$19.69
45	$19.69	$32.59
50	$28.35	$50.31
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60	$68.16	$124.03
65	$127.14	$245.00

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state-of-the-art facility. Ego Tripp says they use only premium, heat-treated forgings, billet bar, and plate stock in all of their components. Their brake rotors are made from 420 stainless steel. And their wheels, pulleys, sprockets and brakes are cut in matching patterns. Ego Tripp can handle all stock domestic V-twin apps, as well as custom setups like right-side drives or inboard brakes.

Call them at 800-741-1814 or visit them online at www.egotrippwheels.com for a free brochure and information.

Exile Cycles' Monstrous Wheels

Exile Cycles has a wide range of laced wheels, including the "Monster" pictured above. This wheel features a 15-x-7-inch or 15-x-8-inch aluminum rim, huge stainless spokes, a wide billet hub and the massive 230-series tire from Avon. This tire measures 9 inches in width.

And 16-x-7-inch versions are also available for the 240-series tires.

The wheels are supplied show-polished, but are also available in chrome or black anodized. The wheel comes complete with tire and fully sealed bearings for zero maintenance.

The price is $1,199 for the dual-flanged version, or $1,649 for the single-flanged wheel complete with Exile's super-clean sprocket brake kit.

For more information call 818 623 6446, or visit www.exilecycles.com

Fat Daddy Straight-Laced Wheels

Manufactured exclusively for Drag Specialties by Road Wings Design Inc., these wheels feature straight-laced 3/8-inch polished stainless steel spokes with custom nipples, billet chromed aluminum custom hubs and polished chrome steel rims. Bearings, seals and center spacer are included but not installed, allowing you to set the wheel to your specifications and your preferred wheel bearing grease.

Click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

FTM Enterprises Inc. Custom Wheel Sets

These universal 60H Wheel sets are available in sizes 16-x-6-inch and 3.50-inch; 18-x-5.50-inch, 4.25-inch and 3.50-inch; 19-x-2.15-inch; 21-x-2.15-inch. Finished in chrome, they use rims manufactured by Excel and use a chrome billet hub with a hidden-spoke-head design. Front and rear wheels come with a chromed billet hub, chrome steel rim and chromed, high-carbon steel spokes and nipples and come already laced and trued.

Contact FTM Enterprises Inc. at 760-732-3161 for more information or log on to www.ftmbiz.com.

GMA W-7 Billet Wheels

These fully CNC-machined billet wheels have a unique, 3-D design that matches the GMA brake rotor and pulley system. Wheels and hubs are polished to a high luster and finish, then chrome plated. Thoroughly tested at the STL laboratory, they've passed a rigorous impact and torsion test, the company says.

Wheels include seals, bearings and valve stems and in most cases use stock wheel spacers ('84-'99 have Timken-style bearings, '00-'03 have sealed-style bearings). All wheels use appropriate year rotors and OEM-size axle unless noted.

Note: 18-inch front wheels are not designed for Springer models. 18-x-8.5-inch wheel comes with double sealed bearings on each side of the hub for added strength and stability.

For more information, click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Heartland USA's Innovative 180 Setup

Heartland's new custom wheel setup comes with precise offset lacing which enables you to run 180-series rubber on 2000 and newer Harley-Davidson Softails without additional modifications when running the company's fender-strut-seat conversion. It works with the H-D Softail Deuce without having to change out the stock fender. The rim is 18 x 5.5 inches made from chromed steel with a sealed bearing Softail hub, 40 chromed steel round spokes and an Avon AM23 180/55 tire. The rear wheel comes laced and trued, with the tire mounted and balanced, ready to install, using your existing spacers.

Call Heartland USA at 310-822-2697 or visit the Heartland USA Web site at www.heartlandbiker.com.

RevTech Custom Wheels

RevTech wheels have it all—innovative designs, show-stopping looks and a great variety, according to distributor Motorcycle Stuff. These wheels are designed to be as slim and trim as possible to show off their style while maintaining their strength. You can choose from three different styles, including Stiletto, Scorpion and Solid. Scorpion wheels are currently available for the Kawasaki Vulcan and Yamaha Road Star, stiletto wheels are available for the Vulcan and Honda VTX, and the solid is available for the Vulcan, VTX, and Road Star.

Each wheel simply bolts on and includes all the bearings, seals, hardware and spacers required for mounting. The emphasis of the RevTech line is top-quality products at competitive prices, with outstanding profit and availability, they tell us. The chrome finishes and attention to detail are unmatched by anyone in the industry, they say.

RevTech is distributed exclusively by Motorcycle Stuff and Custom Chrome. Call for details at 800-325-3673.

Performance Machine's Buffed-Up Product Line

Performance Machine released three new wheel designs this year. The Vader is a throwback to the origins of custom motorcycle wheels with an update in technology. This clean and subtle wheel will look at home on a retro chopper as well as a modern bagger.

Performance Machine also released three new wheel designs this year. The Vader is a throwback to the origins of custom motorcycle wheels with an update in technology. This clean and subtle wheel will look at home on a retro chopper as well as a modern bagger.

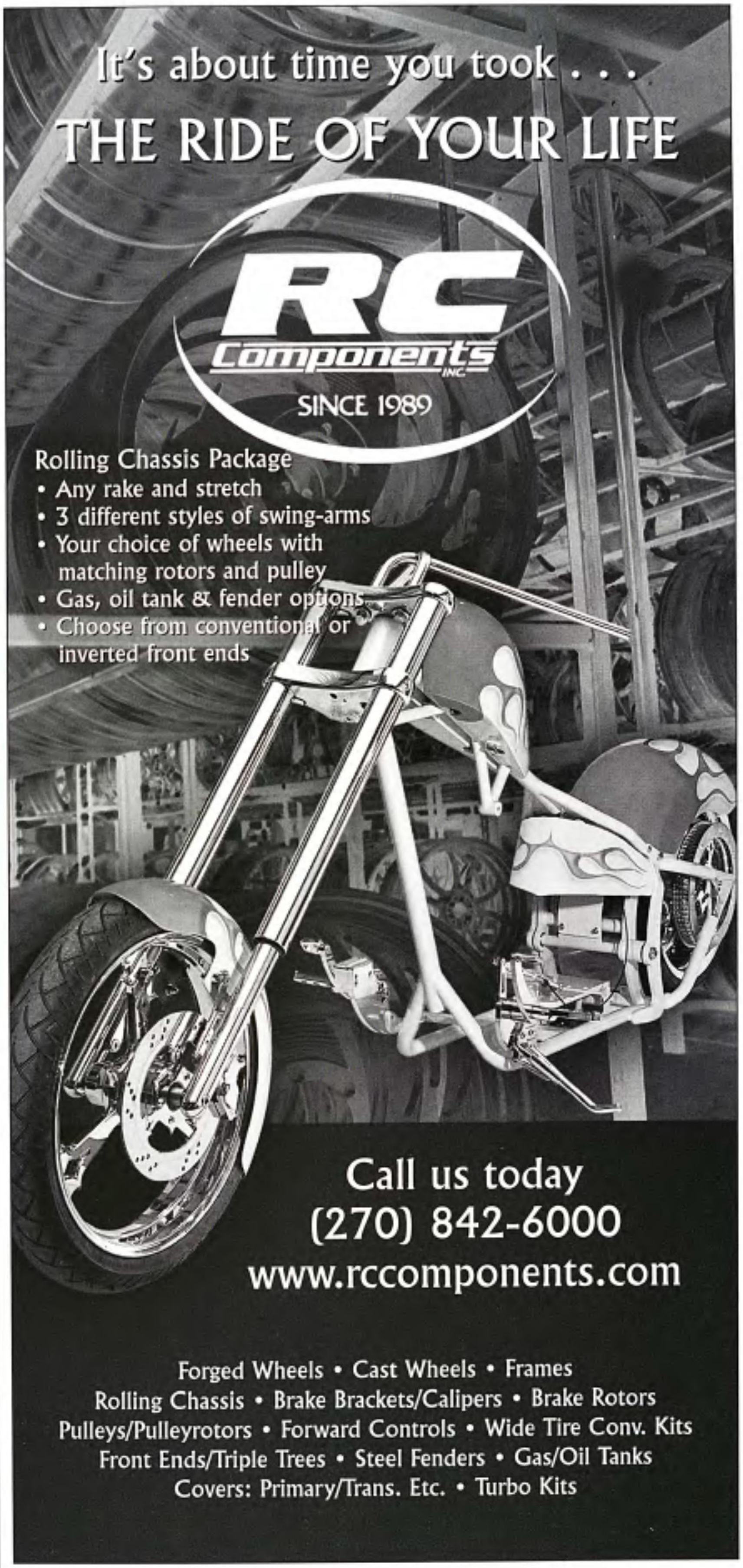
The Gatlin, PM says, is a fresh design that seems to defy all previous perception of what can be carved from aluminum. The spokes burst from the hub into a web before splitting into individual talons and meeting the rim.

Finally, the Hooligan is a study in machined-aluminum detailing. Each spoke shows more depth and contours as it emerges from the hub.

Forged wheels (shown here) place the highest material strength in the same direction as operating loads, creating a light and strong wheel, PM explains. Chrome-plated for lasting beauty, these Performance Machine wheels are available in 3/4-inch or 1-inch axle sizes. The custom wheels have a wider-than-stock hub and require custom spacing. They will require the use of rotors and pulleys with a 2.50-inch flange. They are available in two styles: Villain and Trinity.

Polished or chrome plated wheels come in a variety of sizes to fit your bike.

Call Performance Machine at 714-523-3000 or visit them on the Web at. www.performancemachine.com.



Pro-One Wide Billet Wheels

If you're looking for the ultimate fat look for your scooter these new wide billet aluminum rims from Pro-One are as big and bad as you're going to find for street machines, they say. Measuring 18 inches in diameter and a staggering 8.5 inches wide, these rims allow you to run massive 240- and 250-mm rear tires. Pro-Wide Body billet wheels feature all of the superior qualities found in the company's standard line of billet rims, they say, including their exclusive, smooth, boltless design. Offered in no less than 18 different styles, Pro-Wide Body billet wheels come complete with hub, sealed bearings, valve stem and all necessary hardware. Available with either a fully polished or durable show-quality chrome finish, the new rims retail for $1,199.95 polished and $1,399.99 in chrome.

For complete details call Pro-One at 800-884-4173, or visit them on the Web: www.pro-one.com.

Pro-One Matching Pulleys and Rotors

Aggressive, contemporary styling combined with strength, performance, reliability and a hassle-free fit is they way Pro-One sums up their latest line of forged billet wheels.

Each of the unique Pro-One styles is precision-machined from a 1-piece forging. This process allows for smooth, seamless lines and enhanced strength and reliability. Hubs for the new rims feature a sleek compact design and can be ordered to accommodate Harley and Road Star applications.

Each of the 18 styles including the Sundevil, Demon and Exotica shown here, is available in a variety of popular sizes for both front and rear and are offered fully polished or show chrome plated.

Additionally, Pro-One manufactures a unique selection of custom 2-piece stainless/billet rotors and billet aluminum pulleys. Their styles match the company's various wheel designs. Pro-One billet aluminum wheels are priced from $649.95, rotors are $299.95 and the pulleys, available in 65- and 70-tooth models, are $399.95.

For complete details call Pro-One at 800-884-4173. Find them on the web at www.pro-one.com.

Pro-One's New Line of Radical Custom Wheels

Pro-One's Sinister-series wheels feature a unique, 100% forged billet aluminum construction. Their 1-piece rim is accented with a total of 10 billet "V" blades. Sinister rims are CNC-machined for a flawless finish and precision fit, they say. Each wheel features a fluted inner lip and are chromed or anodized with a machined lip finish. Removable decorative blades are secured with aircraft-quality hardware and can be ordered in various colors to match, blend with, or contrast to the rim color.

Available for most popular Harley-Davidson models, each wheel comes with hub, spacers and bearings. Wheels can be ordered in a variety of 16-, 18-, 19- and 21-inch sizes. Pro-One also offers a complete line of matching brake rotors and calipers.

For complete details call 800-884-4173 or catch Pro-One on the Web at www.pro-one.com.

Stampede Billet Wheels

Stampede billet wheels, manufactured on state-of-the-art CNC machines, are available in five styles: Blackjack, Triblade, Walking Star, Sunstar and Split 5. Precision machining guarantees absolute trueness in all wheels, according to Stampede.

The wheels come complete with factory-set bearing tolerances, seals, chrome hardware and valve stem. Matching pulleys and rotors are also in stock.

Call 800-726-9620, visit MC Advantages' Web site at www.mcadvantages.com

Weld Racing EVO Motorcycle Wheels

Weld Racing recently introduced their EVO Motorcycle line of custom wheels; a wide variety of lightweight, strong, and stylish, 1-piece forged wheels. They tell us that these wheels are the perfect complement for an old or new Harley, a wild pro-street custom or even a chopper. There are 12 different styles available in a variety of sizes including an 18-x-9.5-inch and the new 18-x-10.5-inch—perfect for Metzeler's new 280-series tire. In addition, they all the popular sizes including the new 19-x-3-inch and 21-x-3.25-inch. And they make matching pulleys (chrome or polished) and 1-piece stainless steel polished rotors for pre-2000 and post-2000 models. The pulleys are available in 65- and 70-tooth, in both 1 1/8-inch and 1-inch widths.

Call 866-753-4289 or go to www.evomotorcycle.com.

Xtreme Cycle Design 8-spoke Billet Wheels are CNC Machined

CNC-machined from 1-piece aluminum forging, these 8-spoke billet custom wheel assemblies come with hubs, sealed roller bearings, properly-sized bearing center spacer, races, seals and all the necessary hardware. Available in polished or chrome finish, they also can be matched to belt pulleys and brake rotors featuring the same design.

Call 714-628-1855, or visit them on the Web at www.xtremecycledesign.com.

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BY PAUL MORAN

The Ride

It was the beginning months of 1968. The numbing, gray days of winter still had their frigid bone-like grip on the frozen landscape, yet his mind fantasized on the thoughts of an early spring and the long, warm lazy days of summer. It was a profound time for a young man passing through the late years of teenage immaturity and into the early years of manhood. The whole world seemed to be rocking with new, heavy, hard-impacting experiences, and at this age of feeling 10 feet tall and bulletproof, he wanted to grab all the thrills of life with both hands.

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The small printed ad in the evening news said, "Classic Harley, needs some work, must sell." A brief phone conversation implied that the dream was a possibility and a meeting was scheduled. The lopsided, aging doors of the bike-seller's shed were pulled open after clearing away Old Man Winter's drifted snow. Daylight flooded across the room, and beyond the piles of boxes and crates full of discarded items, there appeared to be the bare-bones remains of a motorcycle after a flock of buzzards with wrenches enjoyed a feast. It leaned against the wall, front forks and wheel folded back underneath itself like an old iron horse attempting to remain standing with two front legs broken. Yet one could sense the power and speed the machine possessed in its prime years. After a brief conversation and an agreed upon monetary exchange, the bike and its scattered parts were loaded into the back of a black pickup truck, almost like loading body parts from a disrupted old grave into the county coroner's wagon.

Taking over part of Dad's sacred garage space, the arena of reincarnation was established. The pungent aroma of kerosene degreaser hung in the air as the bike was given a good scrubbing. Disassembly began in an almost surgical manner until only the skeletal frame remained. Meticulously, each section of the old scoot was brought back to life.

The engine, the heart of the animal received what could be conceived as open-heart surgery. Shiny new valves were slid into place. The arteries, the ports, were honed cleaned and polished. The mechanical pumps, the pistons, were fitted with tight sharp rings for maximum compression enabling it to deliver its renewed power. The nervous system of wiring was repaired and replaced in order to deliver crisp messages from a new battery and rebuilt generator.

Covers and housings were given a new skin of triple-plate chrome, reflecting light and images like liquid silver. The gas tanks and rear fender were painted an emerald green, glowing like the eyes of an Irish lass on St. Patty's Day. The finish

appeared so deep and thick, that it looked as though you could sink your finger into it like a crystal bowl of lime Jell-O. The green shades faded into a shadowy trim of gold, looking as if leprechauns themselves had magically enhanced the process.

The deformed, bulky front end and wheel were replaced with a slim 17-inch spool wheel and a chromed, extended springer suspension that was topped with short drag bars to give the look of a thoroughbred stretching for the finish line.

Months of reconstruction brought everything around the naked frame and rebirth seemed only days away.

Memorial Day weekend arrived with radiant sunshine and the warm, soft, infant breezes of summer. Onyx black wraparound sunglasses tucked over the man's ears and into the slick James Dean hairstyle. Both were for effect and deflecting the wind that was carrying miniature eye missiles. A bright white T-shirt with a pack of Lucky's tucked under the rolled up sleeve revealed the vibrant colors of what appeared to be a recent tattoo exclaiming, "Live to Ride, Ride to Live" forever embedded in the muscular upper right arm. Faded blue jeans strapped with a chromed primary chain belt and heavy, silver belt buckle secured a place for the chain wallet in his left rear pocket. The bottom of each pant leg was evenly rolled up a touch exposing the coal black engineer boots that looked durable enough to be worn by a Budweiser Clydesdale.

The sleek machine sat glistening in the driveway like a racehorse poised for action in the starting stall. Strapping on the helmet and mounting the iron horse like some medieval knight preparing to go into battle, the long awaited moment was finally here.

Gripping the handlebars with gloved hands, his body rose as the right foot drove down the machine's kickstarter and the "Widow Maker" exploded into a thunderous rebirth, sending powerful vibrations throughout his body. The left booted foot clicked the shifter into gear as the gloved right hand twisted the throttle to launch man and machine into the virgin ride of a newborn biker.

This road tale is dedicated to the spirit of our beloved brother, George Jupin, pictured here as we remember him; in the wind and righteous. Ride on, Georgie. We'll see you in Valhalla. —The Editors of Easyriders *and the crew of Choppers, Inc.*

Photos: Michael Lichter

HAPPY 100TH HARLEY

Okay, look...we're *Easyriders* magazine, all right? While the rest of the world gets all dewy-eyed and politically correct, we have a gawddamned image to uphold for the biker world. So, when we decided to put a 100th birthday cake on this month's cover to offer thanks to Harley-Davidson for building 100 years of great motorcycles, it stands to reason that we'd have a gorgeous girl holding said cake.

Naturally, being *Easyriders*, we couldn't just have the young lass hold the cake and then go home. No. We had to deliver the goods for you—our loyal readers. So, just as you might expect,

Just an excuse to get cake on some boobs!

dazzling Deann here somehow got some of the cake on her boobs. Oops! Then she slipped and got some more cake on her boobs...all over her perky, soft boobs. Oh dear. There we were shooting off poppers and throwing confetti and balloons and taking pictures to pay homage to Harleys everywhere and poor Deann had cake on her boobs.

Being gallant bikers, we naturally had to help her get all that gooey, yummy cake off her boobs, now didn't we? Wouldn't you have helped her clean up? Sure you would. Like I said, we have an image to uphold.

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Photos: Ken Ross

Happy 100th Harley. May the road ahead be straight and sure for another 100 years of creating two-wheeled wonders. Now you'll have to excuse us. We have to eat cake and we have a lot of licking to do. —*Phantom*

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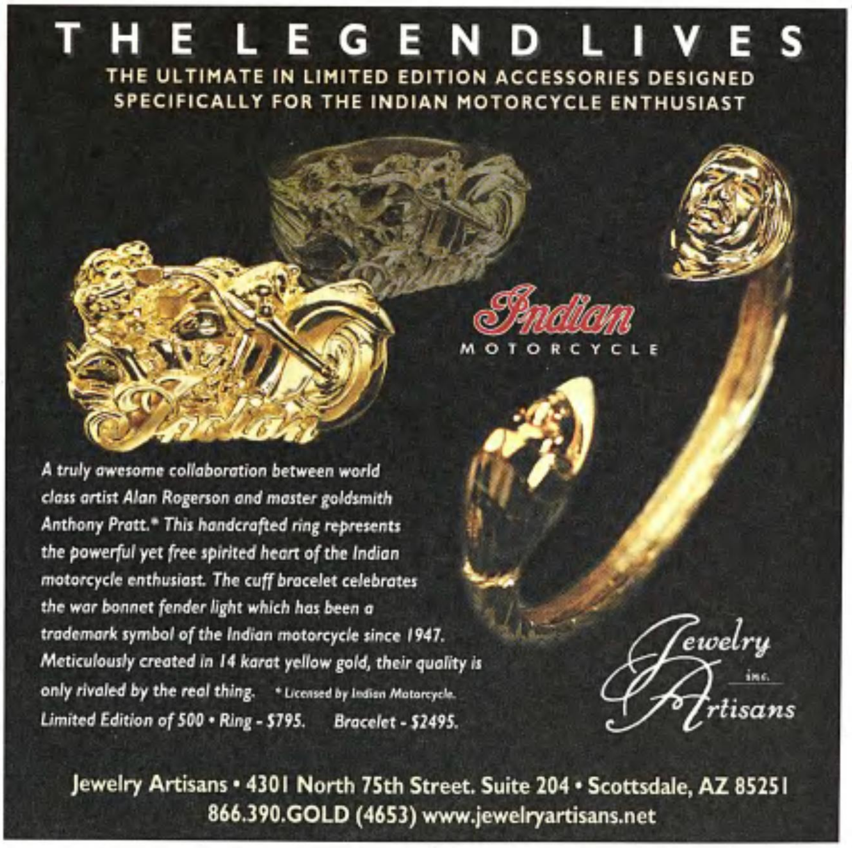
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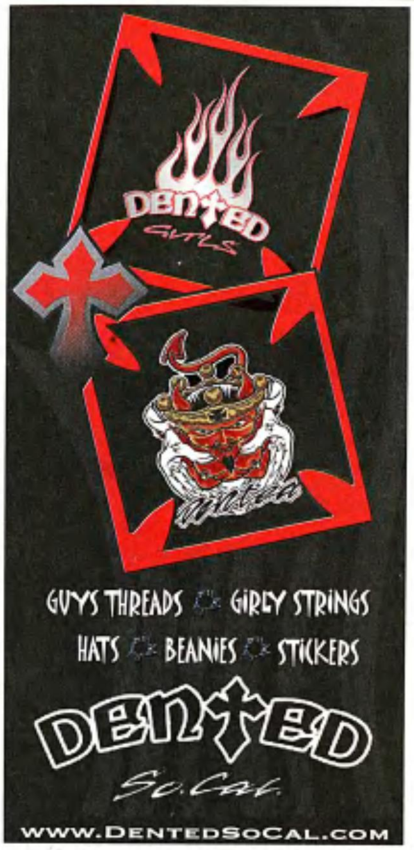

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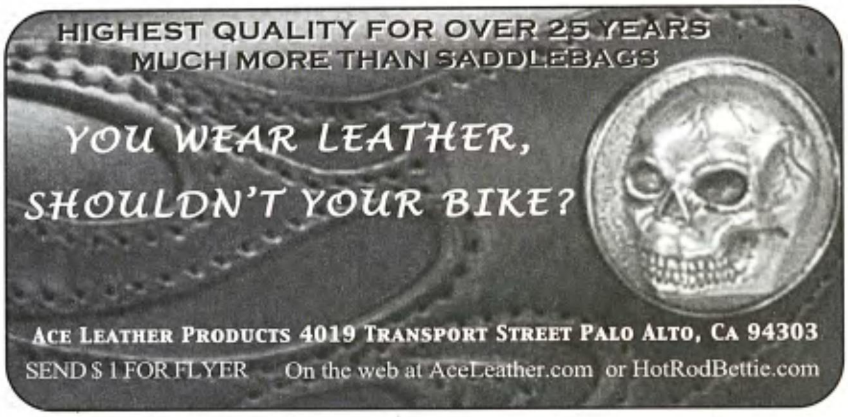
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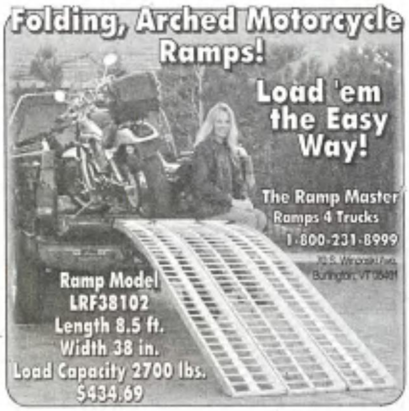
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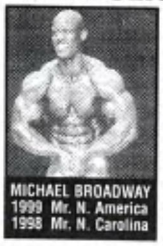

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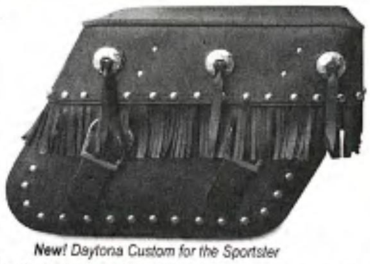

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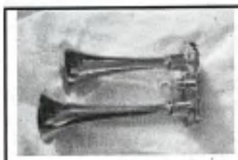

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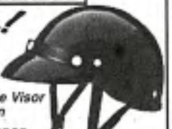

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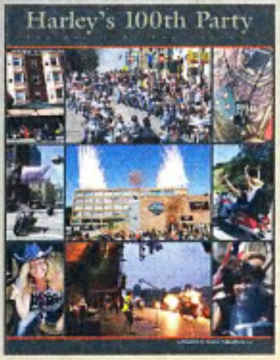

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1988		176	177		179						185	
1989	187			190			193		195			
1990			201	202		204	205	206		208	209	210
1991	211	212	213			216				220		
1992		224			227				231	232	233	234
1993	235						241					
1994					251							
1995								266	267			
1996			273		275		277	278		280	281	282
1997									291	292	293	
1998	295		297	298	299		301				305	
1999	307		309		311	312					317	318
2000	319				323				327			330
2001		332		334	335	336	337	338	339	340	341	
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Advance Warning On Engine Vitals Can Save You A Bundle

EGuard Systems' new monitor is designed to keep your oil pressure and charging system in check; it warns you when either system fails. When a problem is detected, an alarm is sounded at increasing volume, giving you the time you need to minimize the danger to your engine and to yourself.

The alarm is moderately loud at first to avoid startling the rider, then becomes loud enough to be heard over open pipes. The folks at eGuard Systems say this puppy will get your attention, no matter what.

Motorcycle engines run at high temps. If the oil pressure drops below a critical level, severe damage occurs in mere seconds. The problem could be as simple as low oil level, but the damage is permanent, so shutting down immediately might save you a trip to the shop for an expensive tear down of your prized engine, not to mention that your ride would be out of commission for a while.

EGuard Systems understands that you just can't watch your oil pressure warning light every minute nor your oil pressure gauge. To ride safely, you must watch for cars, potholes, debris, and other dangers. If your oil pressure suddenly plummets, eGuard will sound a steady alarm tone, which gets louder until you shut down and locate the problem.

Most motorcycles don't have a gauge or light alerting you to a problem with your charging system. During the day, you don't even notice your lights getting dimmer. When the battery's voltage falls far enough, you will be stranded.

Putting your mind at ease, eGuard tests your battery when you first turn on your motorcycle, and sounds an "All OK" tone. Then it constantly monitors your charging system while you're riding. If the battery voltage is too low, or too high, eGuard will sound an alarm for five seconds. It will continue to sound the alarm once every minute, until the problem is resolved. With this early warning you may be able to ride to a shop or a safe parking area where the problem can be resolved.

The system contains a computer chip programmed to measure your battery voltage, monitor your oil pressure switch, and watch your engine speed. It requires less power than a dash bulb, so there's no additional drain on your electrical system.

EGuard is contained in a compact module, 1 7/8 inches x 1 1/2 inches x 7/8 inches, which can be hidden under your seat. It can be mounted with two screws, secured with cable ties, double-sided tape, or fastened with Velcro. Only four wires need to be connected, and the installation can be completed in less than one hour, says eGuard Systems. Furthermore, no stripping, soldering, or taping is necessary, and no special tools are required. Complete instructions are included, and help is available by telephone or on their Web site.

For more information contact eGuard Systems at 707-987-4868 or log on to www.eguardsystems.com.

—Lafayette

No, the shades don't come with the eGuard, they're just there to show you how small this little gem is!

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A CLIMAX FOR YOUR BIKE
Cool Controls From Climax To Top Off Your Ride

While strolling around Las Vegas Bike Fest, a gentleman who apparently noticed I looked like I'd been walking in the Vegas sun all day invited me into his booth for a break beside their portable swamp cooler. Since the offer included cold, frosty beverages I felt right at home and able to listen to the Climax guys pitch me their creation.

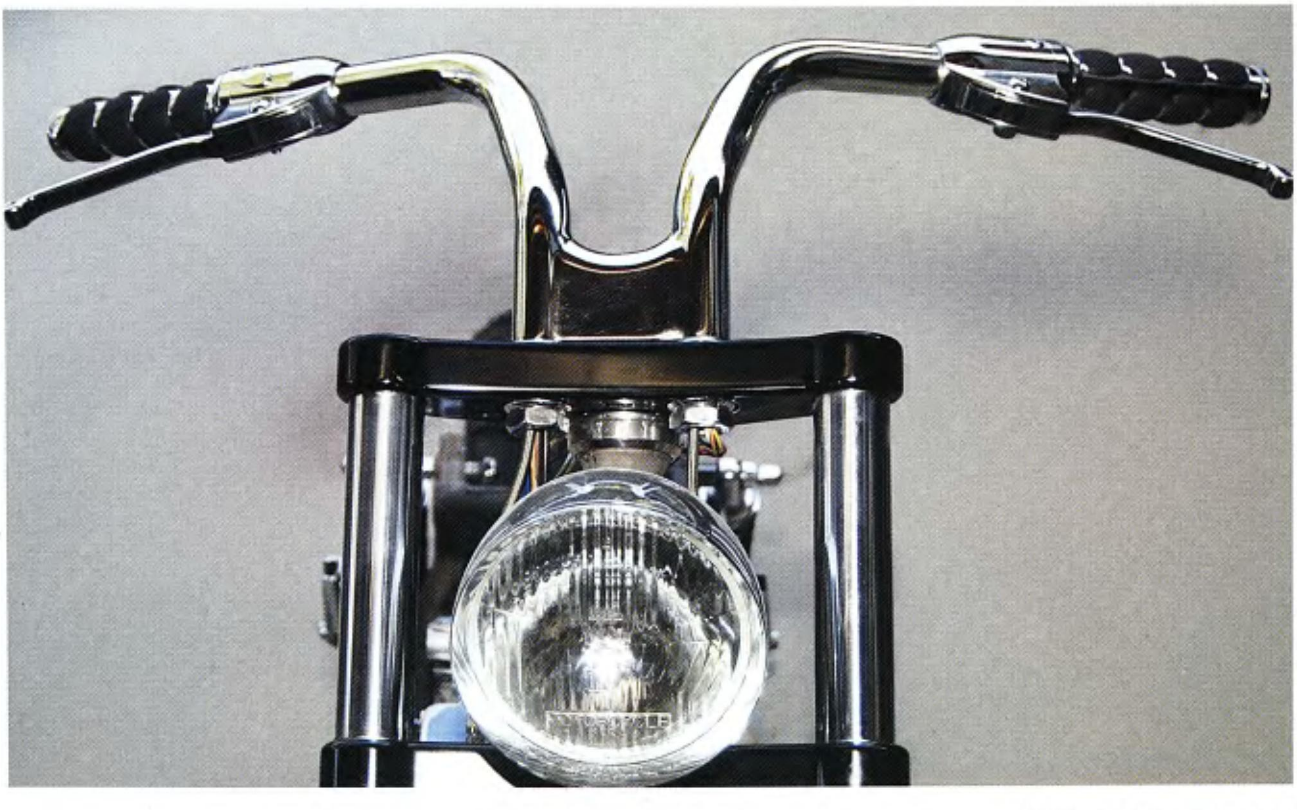
I say creation with no reserve, because what they've come up with is the most unique, efficient, easy-to-install handlebar and control package I've seen. Many pots of coffee fueled the wee-hour brainstorming sessions that brought this package to light. After all, it ain't easy building a better mousetrap. With the trend towards hiding everything possible while still having a fully functional bike, Climax has brought that concept to their bars.

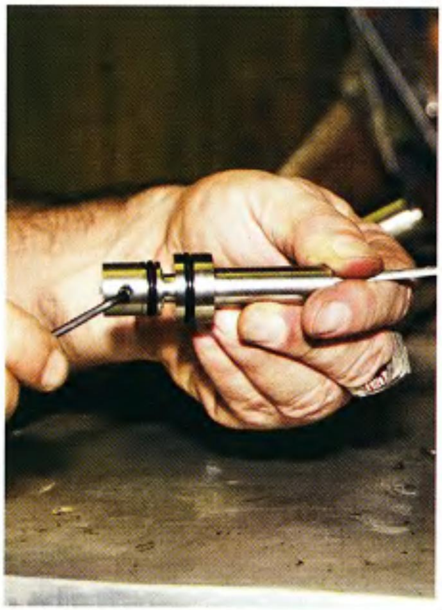
The Climax Control system is just that, a system. You're not buying bars or controls, but a package that includes your selection of bar style, from broomstick drags to beach bars or their own Kro Bars, a version of which found their way onto our Perse triple trees. I say version because as I sat there cooling, I was testing the comfort of the various bars from the "saddle" in their booth. The set I liked apparently had drooped a bit while being heated, but felt just right.

Bolting them on is simple, just use the supplied polyurethane bushings as with any bars and feed the wires and steel braided hydraulic lines through the nuts. Climax has hidden the master cylinders—there's two, but I'll get to that—inside the ends of the 1 1/4-inch bars with small, yet effective, pistons housed in the body of the control. The left side is also equipped with a master cylinder since, in order to keep the system as visually symmetrical and invisible as possible, they've come up with a hydraulic-over-cable setup for the clutch. This setup uses your stock cable from the adjuster down, along with a supplied slave cylinder, that's driven by the left-side master cylinder. The clutch cable simply gets cut and clamped into the slave cylinder. This setup feels like a normal cable, unlike some of the purely hydraulic systems. If you do have a hydraulic clutch system, just connect it to the Climax master cylinder. Just let Climax know how much line you need when ordering.

Once the lines are in place, the master cylinder gets filled and bled first. This is kinda like a doctor filling a syringe, you use the supplied 1/4-x-20 screw, nut and washers with the handgrip removed to draw in brake fluid, you then press the plunger to expel any bubbles. Once that's done replace the filler cap and inject the fluid into the lines, drawing more fluid into the reservoir as needed, until you feel line pressure. A small funnel is provided that fits perfectly into the filler opening, making the job a snap. The clutch is the same drill. [*Ed. note: You can also reverse-bleed the masters by pumping fluid up through the system.*]

The bars come pre-wired and the diagram is easy to read. The Climax system covers all the bases, too. Tiny chromed buttons function as the starter, blinkers, horn, and there's also a small kill switch shaped like a pinball flipper. The high/low-beam switch is actually the left handgrip. Just give it a slight turn to choose which beam.





Last but not least is the throttle, which uses the supplied cables and sheaths. Simply fit the ferrules to your carb, slide each cable into the sheath, then clamp the ends inside the throttle. This system proved easy to install and is the cleanest, most functional setup I've run across. For more info contact Climax Cycle in Las Vegas at 866-438-2129, or e-mail 'em at email@climaxcycle.com. Surf over to www.climaxcycle.com for a look at their complete selection of bars and risers and complete install instructions. *—Boxcar*

Source

CLIMAX CYCLE CONTROLS
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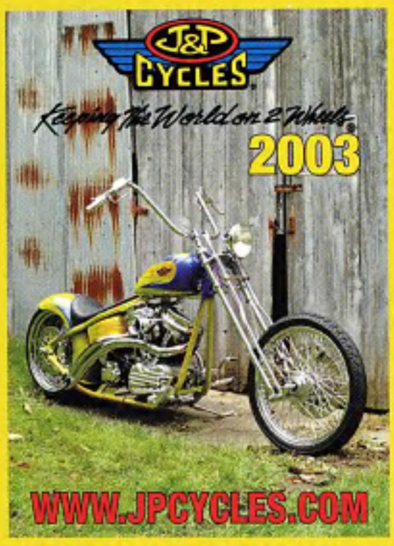

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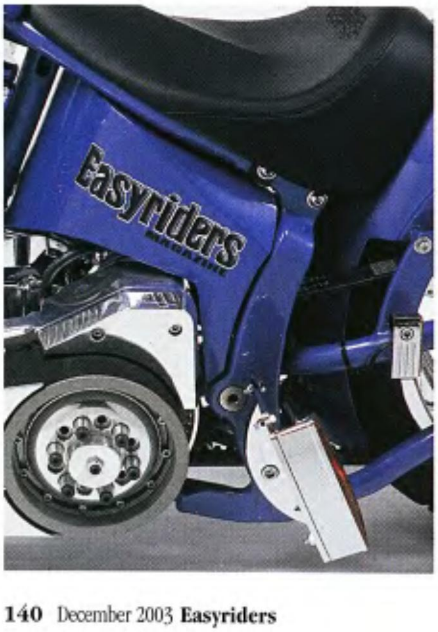
This whole project began when John and Jill Parham at J&P Cycles called up Morris Murray and Frank Esposito at Custom Chrome for a bike-builder nominee for the Sweepstakes bike. Morris and Frank nominated Kevin Alsop of Big Bear Choppers (BBC) for this year's Build-a-Bike Sweepstakes.

Kevin was given just 10 days to build the Venom Pro Street bike (generously donated to the project by Custom Chrome). CCI expedited getting the parts over to Kevin in record time and Kevin installed the RevTech 100-cubic-inch, 100-horsepower, show-polished motor and 6-speed transmission in one (very long) day. The next day the project moved on to the installation of the front end, swingarm, BDL belt drive and rear wheel as well as the front wheel, calipers, handlebars and risers.



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1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30	31	32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1995			1	2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
1998	17	18	19		21	22
1999	23	24	25	26	27	28
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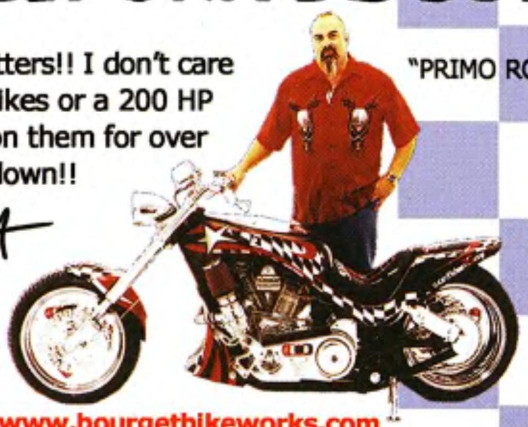

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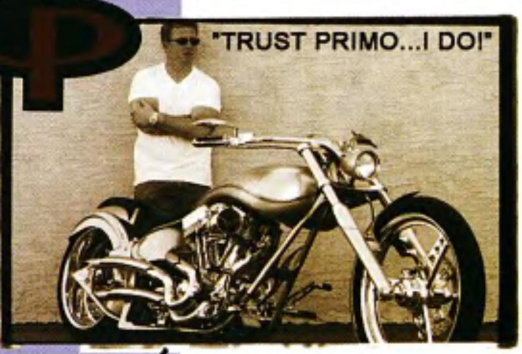

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ReadersRides

James Keigans
Summersville, South Carolina
2000 Special Construction

"Jim's not home right now," says the (without a doubt) lovely Patricia after I'd identified myself to her over the phone, "but I can tell you everything you want to know about our bike, 'cause we built it together."

Well, okay. I like the female viewpoint of what it takes to build a custom bike.

"When we decided to get a bike, Jim was having some credit problems…you know, ex-wives and such," Patricia commences the epic of what eventually became "Overtime."

I assure her that I knew first-hand of such problems. "So I suggested we should build us one," she continues, obviously buoyed by my empathy.

"It took us a year-and-a-half to put it together, and we call her 'Overtime' because it took us a lot of overtime to get it. We ordered all the parts from different catalogs, and everything came parcel post except the motor."

Well, just what kind of motor does she have in there?

"It's a 100-cubic-inch RevTech," she says proudly.

Nice! What about the rest of the parts, like the frame or the front end?

"Hold on." Shouting past the receiver, her voice demands, "What kind of frame do we have on there, Jim? It's *Easy Rider* on the phone."

"Mumble mumble… USA Twins… mumble mumble," comes from the background.

Patricia returns her attention to me. "It's a USA Twins Hardbody frame."

Okay. And what kind of front end?

"The front end is…" More mumbling in the back. "…Paughco."

Mhmm!

"We ordered a bunch of stuff out of different catalogs," she adds. "Like from USA Twins, and the seat is from Fog Hollow, and we got a bunch more stuff from…what's the other people we ordered from?"

More mumbling. "Ness," she says. "A lot of Ness…and just several different ones."

Patricia seems happy to talk about "Overtime" and doesn't hesitate to impress the fact upon me that "we've won five first-place trophies with it last year."

I can feel the pride oozing through the phone line and want to hang up before it messes up my desk. Remembering just how friendly folks are in the South I ask her to say hello to Jim, from his friends at *Easy Rider*, when he gets home.

—*Tripper*

Photos: owner

ReadersRides

Eric "EJ" Johnson
Eau Claire, Wisconsin
1995 Sportster

We are here to make dreams come true. If you don't believe me, just listen to EJ here, who salivates, "It's always been a dream of mine to get my scoot in your rag. I would consider it an honor and a personal favor...." And he didn't even have to pay for all that honor! [*Note to self: at next editorial meeting, suggest auctions instead of bribes.*]

However, giving us compliments like "The attitude you guys put up is great. You ooze buffalo *and* bullshit!" strokes us better than a two-bit hooker with a hook for an arm ever could, and we are eternally grateful to him. [*Note to self: at the next editorial meeting, suggest placing letter bombs into select subscriptions.*]

But back to EJ's bike: he says he bought this piece of shh...portster from a friend and rode it stock for one summer before deciding that "stock just ain't where I wanted to be."

How about a stockade instead?

"So, as I rode," our damn witty hero continues, "I gathered and developed ideas of what I wanted to do and how I wanted it to look. We tore it down in the summer of '97, added the 3.5-gallon tank, 2-inch AR drag pipes, lots of bolt-ons, and Screamin' Eagle through and through," EJ continues as we imagine him happily waving paint samples in the air at Home Depot.

"My li'l brother Jon did the paint, which is really the attention grabber."

What'd I tell you?

"He pulled the base coat through a layer of gold and a layer of black. Six coats of clear later, the sun really makes it shine. I've shown it at bike shows and always came away with something."

I sure hope it hurt, too.

"I'll make a deal with ya," EJ sums up his story. "I'll keep reading your mag and telling everybody how nice you guys are—even if I have to lie a little—if you can find a page to stick my bike on."

Ain't he just the sweetest boy you've ever wanted to strangle? [*Note to self: remember to stop oozing buffalo shit before going home tonight.*]

—Tripper

Photos: owner

James S. Hunter
Richmond, Virginia
1997 Dyna Wide Glide

Did you know that nine out of 10 veterinarians recommend riding a Harley-Davidson? We didn't, either, but it seems that vets who ride Harleys report having much better relationships with their beastly clients than either their non-riding or import-riding colleagues. For a closer look at, and a better understanding of, this phenomenon, we went to see Dr. James Hunter at the Countryside Veterinary Clinic in Richmond, Virginia.

It is my first and only Harley after many years of Hondas, and I'll never go back after living the Harley experience," Dr. Hunter tells us. How did he come to experience such an epiphany? "Even my wife has enjoyed riding 'bitch' for the past three years."

As an expert in all things bitchy (we're not referring to Mrs. Doc, of course), Dr. Hunter wouldn't want to bark up the wrong tree. He further elaborates on his philosophy by adding that "I am a veterinarian and have always wanted to personalize my Harley to represent my profession."

Thus, Dr. Hunter (ironic, isn't it?) looks for parts and accessories at every motorcycle convention he visits. "The rattlesnake kickstand and foot pegs came from Myrtle Beach," he cites as examples. No word on where he got the mini-apes, though.

Of course, there are other, less animalistic ingredients, as well. "The plate with my name and the hospital's name with the veterinary logo came from New York. The chrome spokes and forks were done by Departure Bike Works right here in Richmond. The Vance & Hines pipes were installed by Richmond H-D, and the engine modifications were done by Hampton Roads H-D."

What's left is the paintjob, laid on by Canyon Smith of Ashland, Virginia, of whom the vet raves, "He has got to be the best motorcycle artist I've ever seen!" Even better than that finger painting chimpanzee he's been treating for hemorrhoids? Apparently.

The bottom line, however, seems to be that ever since Doc Hunter switched over to H-D, his patients are much happier. Just listen to them bark, meow, cluck, neigh, and moo. Or, as the doc says, "...I feel my life is complete by just riding around the block on 'DOGHOG'...."

We couldn't have quacked it better.

—Tripper

Photos: owner

Todd LaChance
Roswell, Georgia
1999 FXSTB

It wasn't a pretty sight, but for corn lovers (like Todd, perhaps?), it was the chance of a lifetime. Seems Todd had the misfortune of being challenged on the road by an obscenely red minivan back in October of 2001. Although Todd left the minivan looking like a bunch of escaped gorillas from Dr. Hunter's veterinary clinic trampled a well-worn and much-traveled path across its fender and hood, Todd's '99 FXSTC didn't fare too well. He also left, he says, an 89 1/2-foot skid mark on the road before kissing the left-turning minivan. Todd was lucky to have survived the crash at all.

"I spent two days in intensive care, three weeks in the hospital, and another six months in the wheel chair," he adds. Lesser men would have turned their backs on motorcycling, but not Todd.

Making the best out of a really bad situation, Todd decided to use this opportunity and "rebuild" his chopper into the '99 FXSTB (aka Night Train) you see here. Included in the rebuild, Todd says, are "a set of PM wheels and brakes, 20-inch apes, a Headwinds headlight, BDL handlebar controls, a Jesse James Diablo front fender, and a Ness Tail Dragger on the rear."

There's also a set of Custom Chrome stretched teardrop tanks with some custom paint and ghost flames done by Kenny Reynolds, along with a frenched-in Maltese taillight, HotMatch push-and-spin flush gas caps, Primo belt drive, Perse triple trees, Sullivan lower legs, Legend Air Suspension, And an S&S carb. "With the help of Carl's Speed Shop, we installed a 0.580 lift cam and KB 10.25:1 pistons," Todd adds. "And with Mark Sparks' magic touch on the heads, we tickled 91 horses out of the rear wheel."

Mark Sparks, of course, does a lot of magic at Killer Creek H-D in Georgia, and he's the one who did most of the actual, physical rebuild. Now, Todd says, "I've done all I can do with this one, so now it's for sale so I can build another one."

Someone please buy this bike from Todd before he has to resort to another minivan.

Hey, just kidding!

—Tripper

Photos: owner

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100th ANNIVERSARY ROAD KING

Long Live The KING

If there's ever been a Harley that's been able to provide strong appeal to a pretty broad fan base, it's the Road King. Of course the accolades this bike garners are not without good reason, and how quickly the bikes vanish from showroom floors is testimony to this fact.

The Road King is basically a dresser for those who feel they don't quite need the bulk of a true full-dressed hog, but want to spend hours on the road, soaking up the wind, the sun, and even the bugs (if you remove the quick-release windshield), in relative comfort. With the Road King, it's an easy choice as to whether you feel you need a plastic tombstone in case of weather changes on the road, but judging by the way the Road Kings sell says a lot about the popularity of the quick-release system. After all, isn't the wind in your face one of the best things about riding?

What I mean is that with the Road King you get the rubber-mounted comfort, the mileage-friendly seating and the luggage capacity of the King's full-dressed brethren, if you include the optional TourPak, all in a bike that's still fun to ride to the cold-beverage hangout on bike night.

Sure, to many die-hard touring aficionados the bike lacks some of the space-age creature comforts that other touring bikes afford riders these days, but how much of that stuff do you need before you start thinking that taking the motor home mighta been a better idea than riding? Hell, it's not like one saddlebag has to be devoted to tools, oil and bailing wire, so you can even let the ol' lady have an entire bag to herself, if you're feeling generous. Today, these bikes are pretty bulletproof, and besides, how many of us could service troublesome fuel injection or a broken belt on the side of the road anyway?

The King is powered by the TC88A, or non-counter-balanced V-twin, which runs strong even in stock trim. But if you start loading the bags and TourPak, and then toss a passenger on back, the extra inches and torque the 95-cubic-inch upgrade offers is something that you'll probably want to consider. Or bigger.... I for one like to know I can pass a semi or those pieces of rolling real estate known as RVs, whenever necessary, without thinking twice.

The triple disc brakes do a decent job of hauling you to a stop; 160 feet from 60 mph, but Harley seems just a step behind the times in this department. The common-bore calipers and pseudo floating rotors aren't exactly state-of-the-art and the Factory seems content to leave it up to the aftermarket to provide top-notch braking for their bikes.

Clean Dean liked our test Road King Classic—with its leather wrapped hard bags and vintage lines—so much that he chose it to ride to the Avi Resort and Oatman this spring for the desert festivities just outside of the Laughlin policefest. The Avi hosts one fine party, with live music by none other than the Fryed Brothers Band, and a guest appearance by bad girl rocker, Pink, who belted out some flashback-inducing Janis for the crowd. We couldn't talk Dean into making a pass with the King at the Avi's Run-What-Ya-Brung drags, so we can't give ya any fancy stats on performance, but hey, there's always next year. Unlike the 100th Anniversary models, which will be gone before the year is out, a new custom Road King is coming for 2004... so stay tuned.

—Boxcar

General

Fabrication: .... Harley-Davidson
Year/make: 2003 Harley-Davidson
Model: .... 100th Anniversary Road King Classic
Assembly:............ Harley-Davidson
Time: .... soon to be long gone!

Engine

Year: 2003
Builder:................ Harley-Davidson
Ignition: .... Harley-Davidson
Displacement: 1450cc/88ci
Cam:..................... Harley-Davidson
Intake: .. electronic sequential-port fuel injection
Pipes: .... Harley-Davidson

Transmission

Year: .... 2003 Harley-Davidson

Painting

Painter:................ Harley-Davidson
Color: .... black/silver
Type: .... lacquer
Special paint: .... 100th Anniversary

Frame

Year: .... 2003 Harley-Davidson
Type: .... rubber mount
Rake:............................ 26 degrees
Shocks: .... rear air

Accessories

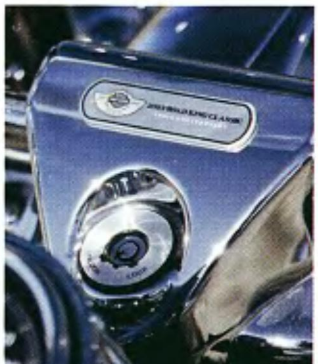
Handlebars: .... pullbacks
Risers: .... Harley-Davidson
Handlebar controls: .... H-D
Fenders: .... two
Headlight: .... quartz
Taillight:.............................. got one
Speedo: .... Harley-Davidson
Pegs: .... Harley-Davidson
Foot controls:...... Harley-Davidson
Gas tank: .... 5-gallon 1-piece fat bob
Oil tank: .... under trans
Seat:..................... Harley-Davidson
Mirrors:................ Harley-Davidson
Grips: .... Harley-Davidson
Oil system: .... 4-quart, gerotor

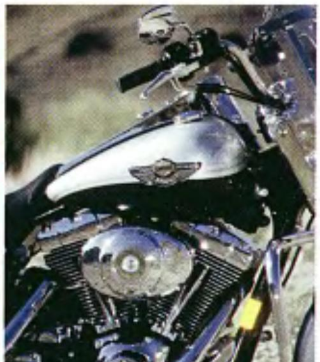
Front end

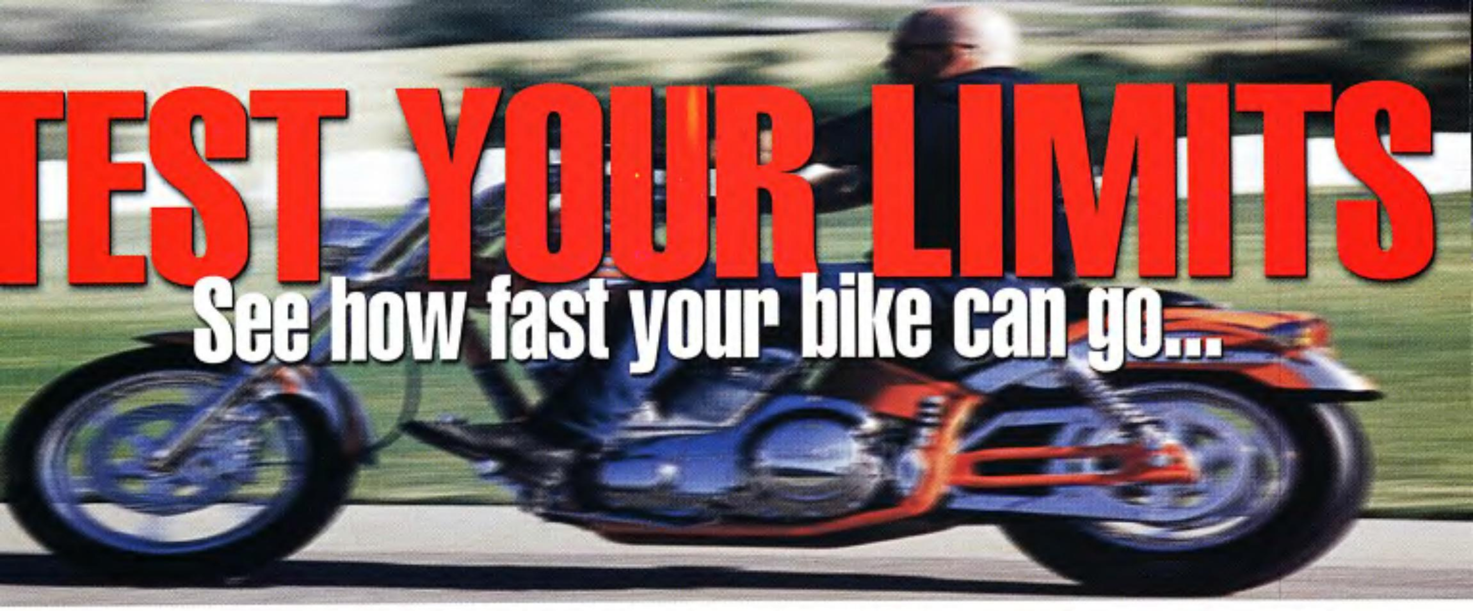
Type:............................. wide glide
Builder:................ Harley-Davidson

Wheels

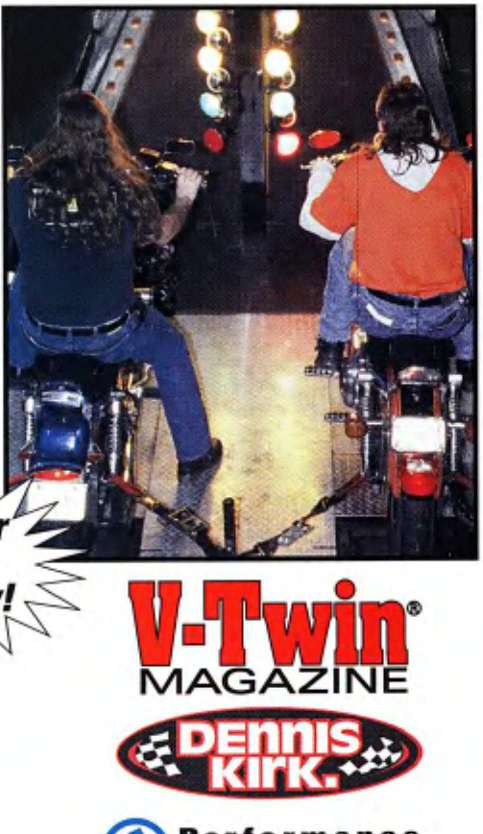
Front:...
Make: .... Harley-Davidson
Size: 16-inch
Tire: .... Dunlop
Brake:.................. Harley-Davidson
Rear: ....
Wheel: .... Harley-Davidson
Size: 16-inch
Tire: .... Dunlop
Brake:.................. Harley-Davidson
Photos: .... Dennis Carver







TEST YOUR LIMITS
See how fast your bike can go...



Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

Book Your Event Call Today!

Come see us! We'll be at these events:

2/1-2/3	V-Twin Expo - Cincinnati, OH
2/22	2nd Annual V-Twin Dyno-Drags - Ohio Expo Center, Columbus, OH
2/28-3/9	Bike Week - Daytona Beach, FL
3/15-3/16	Mancuso H-D - Crossroad Park Dr., Houston, TX
3/28	Specialties Motorsports - Bluffton, SC
3/21-3/23	Charlotte Honda - Charlotte, NC
4/4-4/6	Thunder Mountain HD - Ft. Collins, CO
4/11-4/13	Las Vegas H-D - Las Vegas, NV
4/18-4/20	Open
4/23-4/27	Laughlin River Run - Laughlin, NV
5/3	American Eagle H-D - Corinth, TX
5/9-5/11	Bergen County H-D - Rochelle Park, NJ
5/14-5/18	Crazy Horse - N. Myrtle Beach, SC
5/23-5/25	Freedom Rally - Evanston, WY
5/30-6/1	Doc's Harley-Davidson - Kirkwood, MO
6/5-6/7	Milwaukee Rally - Milwaukee, WI
6/11-6/15	Bike Week - Laconia, NH
6/20-6/22	Gutterridge H-D - Danville, IL
6/27-6/28	Dave Stock H-D - Manitowoc, WI
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN
7/11-7/12	Roeder H-D - Monroeville, OH
7/18-7/20	Overtuff Powersports - Springfield, IL
7/24-7/26	Honda Homecoming - Marysville, OH
8/1-8/3	Gerencer H-D - Elkhart, IN
8/6/-8/10	Full Throttle Saloon - Sturgis, SD
8/15-8/17	Las Vegas H-D - Las Vegas, NV
8/22-8/31	Harley's 100th Anniversary - Hal's H-D New Berlin, WI
9/5-9/7	Loess Hills Rally - Council Bluff, IA
9/11-9/14	Delmarva Bike Week - Ocean City, MD
9/19-9/21	Southern Tier H-D - Binghamton, NY
9/26-9/27	Sauk Prairie H-D - Sauk City, WI
10/3-10/5	San Jose H-D - San Jose, CA
10/11	Jim's H-D - St. Petersburg, FL
10/15-10/19	Biketoberfest - Daytona Beach, FL
10/24-10/26	Liberty H-D - Akron, OH
10/31-11/2	Specialties Motorsports - Bluffton, SC
11/8	Stone Mountain H-D - Lilburn, GA
11/16	Sarasota Cycle World - Sarasota, FL
11/21-11/23	Rio Grande H-D - Pharr, Tx
11/29-12/1	Open
12/5-12/6	H-D/Pompano Bch - Pompano Beach, FL
12/7	Ft. Lauderdale Toy Run - Florida

V-Twin® MAGAZINE

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To book the Dyno Drag for your event, call Alan at 818-416-7320 or email dynodrags@yahoo.com

ADVERTISER'S INDEX

A.M.I., INC. 142
ACE LEATHER PRODUCTS 125
ACTION PROMOTIONS C4
AEROMACH 123
AIREA 5150 93
ARIZONA CUSTOMS & PARTS 126
BACK ISSUES 130,142
BAKER DRIVETRAIN 134
BARNETT H-D 127
BARNETT TOOL & ENGINEERING 65
BELT DRIVES LTD 47,69,87
BIG DOG MOTORCYCLES, INC. 83
BIG JUGZ MOTORWEAR 129
BIKE BUDDY PRO 95
BIKERS' BULLETIN BOARD 130
BLACK AND GRAY 124
BROS CLUB NORTH AMERICA 55
CANYON RUN 25
CARROLL LEATHER 134
CATCO ENT. 129
CDL ENTERPRISES 123
CHIEFCO ENTERPRISES 129
CHOPPERS INC. 35
CHROME HARDWARE SUPPLY 23
CIS CORPORATION 125
CLIMAX CYCLE CONTROL SYSTEMS 137
COVINGTON'S CYCLE CITY 35
CUSTOM BIKE BUILDERS SHOWCASE 35
CYCLESHELTER 23
DENNIS KIRK C3
DENTED INDUSTRIES INC 124
DRAG SPECIALTIES C2,97,127
EASTER SEALS SOCIETY 28
EASYRIDERS CALENDAR 132
EASYRIDERS ROADWARE 31,33,132
EASYRIDERS VIDEOS 48
FLAG WORKS OVER AMERICA 125
FLAMEWEAR 122
GASOLINE ALLEY 35
GIOVANNI PLASTICS 47
HALLCRAFT'S INDUSTRIES CORP. 88
H-D OF WEST VIRGINIA 121
H-D MOTOR CLOTHES 13
HEADWINDS 122
HELBRECHT LLC 129
HOWARD'S HOG HORNS 127
HURRICANE CUSTOMS 117
INSURANCE PRODUCTS MARKETING 107
INTERNATIONAL COTTON, LLC 128
IRON BAGS 125
J & P CYCLE 139,141,OS/C2
JAMIN' LEATHER 66,119
JEWELRY ARTISANS 122
JIREH CYCLES 26
JOSTENS 17
KENDALL JOHNSON CUSTOMS 35
KURYAKYN USA HOLDINGS 77
LABRIOLA MACHINE 125
LARIN 121
LBV ENGINEERING, INC. 127
LEONARD MAGGIORE 124
METAL MASTERS NORTH EAST LLC. 127
METRO AIR FORCE "BLASTER" 123
MID-WEST CHOPPERS 35,113
MILWAUKEE IRON 52
MORRIS MAGNETOS, INC. 124
MOTO-ARTS 124
MMI 103
MOVERS AND SHAKERS 105
MR. B'S LIFESTYLE 127
NORTH COUNTY CUSTOMS 129
PAC-KIT SADDLEBAG COMPANY 126
PAUL YAFFEE ORIGINALS 55
PERFORMANCE MACHINE 45
PHD, INC. 126
PONTILLO'S PIZZERIA 127
PRIMO PRODUCTS 144
R & R PROMOTIONS 120
RAMP MASTER 117,125
RC COMPONENTS 109
REAPER WEAR 122
R-GUNS 119
RICHARD M. LESTER 15
ROAD RAT ROBERTS 124
RUSS BROWN, JR. 5
S.S.P. 129
SAMSON M/C PRODUCTS 7,126
SANTIAGO CHOPPER LLC 47,78
SMG FAIRFAX 129
SPECIAL OUTSERT 128
SPEED & SPORT CHROME PLATING 129
STRAIGHTPIPEZ 129
STREET SWEEPERS 126
SUMAX CYCLE PRODUCTS 125
TERESI DYNO DRAGS 155
THIRD EYE PHOTOGRAPHY 128
THUNDER CYCLE DESIGNS 115
USA TWINS, INC. 149
V-TWIN 128,143
WICKED ENTERPRISES 121
WICKED JESTER OS/C4
WINDZONE 41,48
WORLD'S ONLY TATTOO SCHOOL 129
XTREME MACHINE 111,OS/C3

ComingAtYa

The mind-melting January issue of *Easyriders* (No. 367) brings you some of the best runs and wildest custom rides in the known universe. First, we'll take you to the Chillicothe Motorcycle Rodeo, then the first ever Big Bear Run. We'll also hit the Louisiana Bike Blast and bring you Rip's B.A.D. Ride for Juvenile Diabetes.

Our custom bike corral includes the latest from Paul Yaffe, Weld Racing, Rick Fairless and Kendall Johnson as well as a test ride on a new Titan. We'll also show you how to flame paint your bike and give you a complete Guide to Tires.

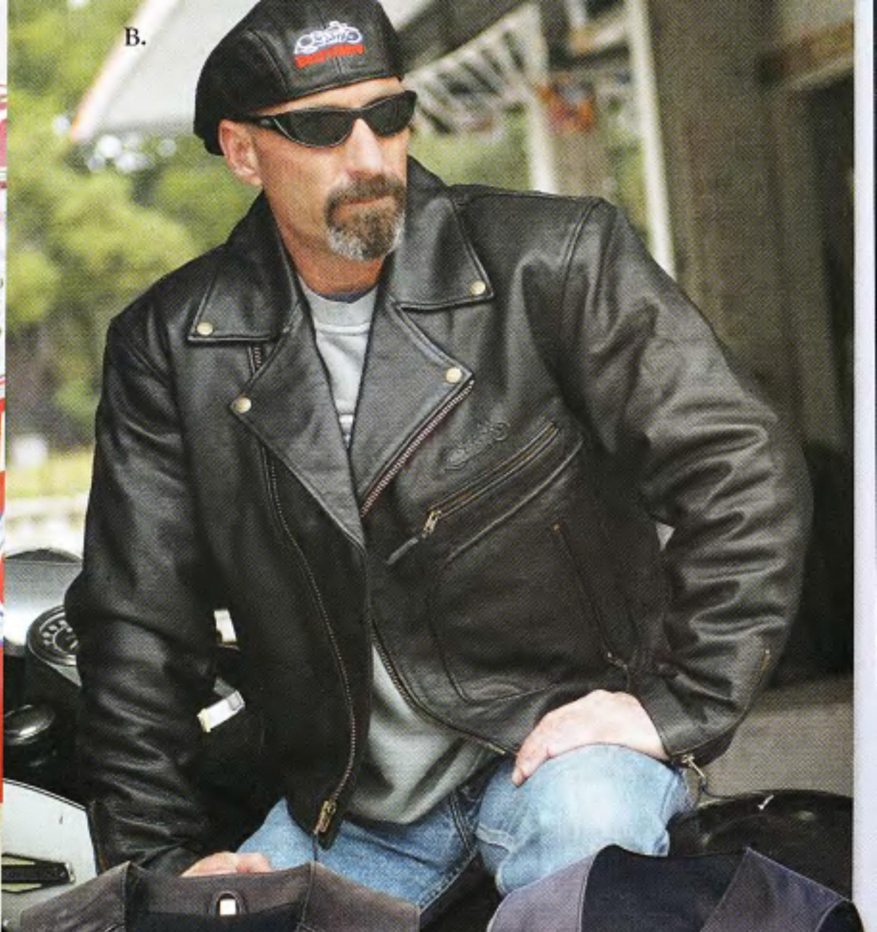
Our 32-page outsert takes a look at the world's best master bike building legends, from Arlen Ness to Paul Yaffe. All this and more in the January 2004 issue of *Easyriders*! *On sale December 2nd.*

The devilish December issue of *V-Twin* (No. 32) brings you a mighty Metric Holiday Gift Guide, a look at Harley's 100th and we'll ride to the massive Cherokee Rally and also cruise Morro Bay for some great riding. Go behind the scenes at Cobra Engineering, discover the latest from Weld Wheels, and get a great guide to aftermarket products. Speaking of, *V-Twin* now offers more new products than ever before for all your two-wheeled needs, so check it out! All this plus 10, count 'em, 10 cool custom cruisers, our 32-page Roadware catalog, our very special 32-page coverage of the biker world's biggest Birthday Bash in Milwaukee; Harley-Davidson's 100th Celebration and a whole lot more! It's all coming your way in the dazzling December issue of *V-Twin* magazine! *On sale November 11.*

The November issue of *Biker* (No. 215) is gettin' back to basics with a flamed chopper and a knockout big-titted blonde. Also, coverage on the Hog Rock River Rally, Desert Survivors Run and the leg-wettin' 32-page Biker Babes outsert. *On sale now!*

December's issue of *In The Wind* (No. 115), features war photos from our biker/warriors fighting in Iraq, scads of your flicks, Dee Dee on J.J. Ransom's high-end Road Glide, plus, an outsert on the Secrets of Bike Building. *On sale September 2.*

Easyriders
ROADWARE



A. Cruiser Jacket

This soft leather jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines, a waist length, zippered sleeves, adjustable sides, four pockets outside two inside and a tailored back make this a perfect jacket.
4186 Sizes MD, LG, XL, XX, XXX
$199.00

B. Basic Biker Jacket

No bells. No whistles. Just top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus side adjustments, extra long sleeves that zip at the bottom and kidney support.
4181 Sizes MD, LG, XL, XX, XXX $249.00

C. Two Piece Rainwear

Who says rainwear has to look like rainwear? Here is a set of *Easyriders* rainwear you won't want to take off. It's styled just right with features that include reflective strips; elastic at the waist, wrist and ankles; tons of pockets; and a velcro closure over the zipper and at the neck.
4710 Sizes MD, LG, XL, XX $79.95

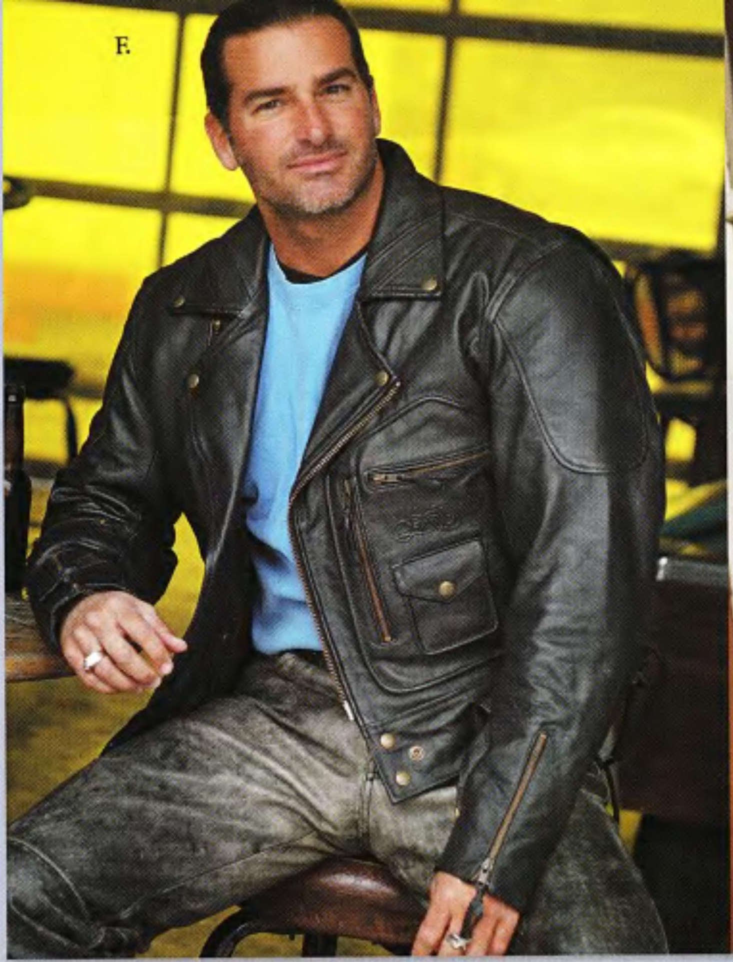
D. Four Pocket Vest

This supple vest is fully lined with three zippered pockets, plus it has a change pouch to give you plenty of storage space. The adjustable lace-up sides allow a comfortable fit and the built-in kidney panel makes it a great riding vest.
5170 Sizes MD, LG, XL, XX, XXX $99.00

E. Cruiser Vest

Get pumped. Then show off those biceps or your favorite tattoo with this heavy duty black leather vest with buckle adjustments, 2 pockets for your hands and 2 more for your valuables.
5175 Sizes MD, LG, XL, XX, XXX
$119.00

F.



G.

H.1

H.2

I.

F. Belted Biker Jacket

This jacket is loaded with riding features starting with a removable lining, padded-protected elbows & forearms. In addition this jacket offers zipper vents in back for air flow, inside wind flap on front zipper, kidney support, extra long sleeves and wraps it up with side and belt adjustments for just the right fit for years of comfort and protection.

4182 Sizes MD, LG, XL, XX, XXX $369.00

G. Wool Southwest Jacket

The *Easyriders* Southwest Wool jacket is fashioned from durable, comfortable 100% wool. This jacket also features leather trim, a zip-up front, two outside pockets, full lining and a snap down collar.

3332 Sizes MD, LG, XL, XX $89.00

H. Vest Extenders

When you need just a little more room in that vest or you just want to keep it from blowing wide open, we have the answer. These handsome looking bone and leather extenders come in a variety of designs with snaps that attach to your vest. Actual size 4 1/2".

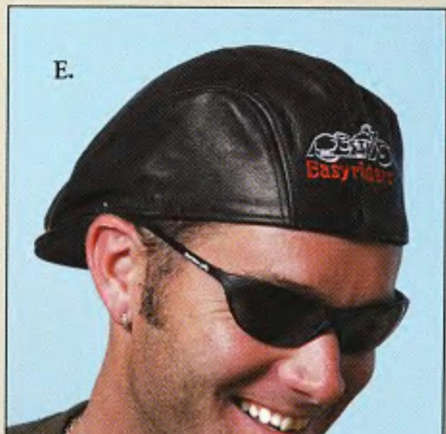
1. 310150	Natural	$14.95
2. 310151	Black	$14.95
3. 310152	Metal Eagle	$12.50
4. 310153	Skull	$12.50
5. 310154	Engine	$12.50
6. 310155	Line Bike	$12.50

I. Wool Southwest Vest

100% wool and cool! This traditional Southwest design vest features two outside pockets, one inside pocket and a zip front. For rugged good looks and extra durability, we've added real leather accents.

3356 Sizes MD, LG, XL, XX $79.00

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com



A. The Down Polar Vest

This perfect all weather vest keep the parts warm that need it the most while leaving your arms unrestricted. This vest features goose down batting, 2 outside pockets a water resistant nylon shell and snaps closures to keep it secure.
4138 Sizes MD, LG, XL, XX $109.00

B. Long Sleeve Leather Shirt

For those of us who can't live without leather, we offer a soft fully-lined Napa leather shirt featuring two snap-closure front pockets, a snap down collar and shirt-tail bottom (not shown in picture).
3310 Sizes SM, MD, LG, XL, XX, XXX $222.00

C. Leather Chaps With Jean Pockets.

These stylish yet rugged all-weather riding leather chaps have lined legs, snap bottoms and two front jean style pockets.
6126 Sizes SM, MD, LG, XL, XX, XXX $195.00

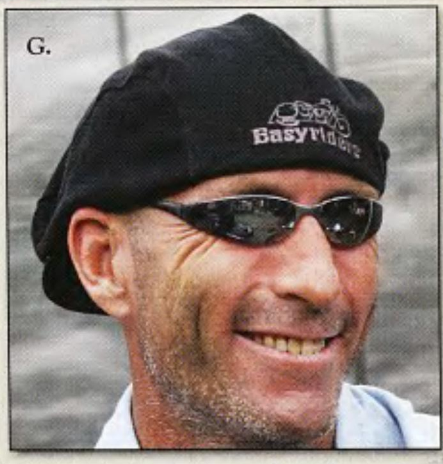
D. Embossed Denim Jacket

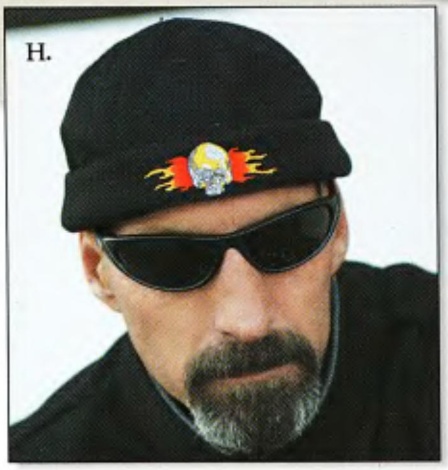
There is nothing more versatile or comfortable than a denim jacket. It is always in style so you will wear it for years. The unique embossed Easyriders logo adds style to an already timeless jacket. Made in the U.S.A.
9107 Sizes MD, LG, XL, XX $85.95

E. Naked Leather Cap

Here is a timeless look crafted with soft leather and a rich embroidered Easyriders logo. Made in the U.S.A.

H300418	SM/MD	$39.95
H300418-L	LG/XL	$39.95





F. Easyriders Work Shirt

The Mens' durable work shirt is made of 100% wrinkle resistant twill and features two front pockets. This rich navy blue shirt is available in both short and long sleeve.

5011 Short Sleeve Sizes MD, LG, XL $37.95
XX $39.95 • XXX $41.95

5010 Long Sleeve Sizes MD, LG, XL $39.95
XX $41.95 • XXX $43.95

G. Bull Denim Melton

You can wear it anyway you want to and still look good. The black heavy (bull) denim is light and durable. Made in the U.S.A.
3001 Sizes SM/MD, LG/XL $24.95

H. Beanie Cap

This comfortable canvas cap has an old time rugged look and has a tight fit that's just right.
3064 Sizes SM/MD, LG/XL $19.95

I. Light Blue Denim Shirts

This cotton denim shirt comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, retro look logo above the pocket.

		Sizes MD, LG, XL	XX
3740	Short Sleeve Lt. Blue	$39.95	$41.95
3739	Long Sleeve Lt. Blue	$41.95	$43.95

J. Dark Blue Denim Shirts

If you prefer dark denim, this cotton denim shirt also comes in your choice of long or short sleeve. They are machine washable and sport an embroidered *Easyriders* bike logo above the pocket.

		Sizes MD, LG, XL	XX
3742	Short Sleeve Dk. Blue	$39.95	$41.95
3741	Long Sleeve Dk. Blue	$41.95	$43.95

K. Black Denim Shirt

Now if black is your color, this denim cotton shirt is the one for you. It features two front flap pockets and metal buttons.

3774	Sizes MD, LG, XL	$41.95
	XX	$43.95
	XXX	$45.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
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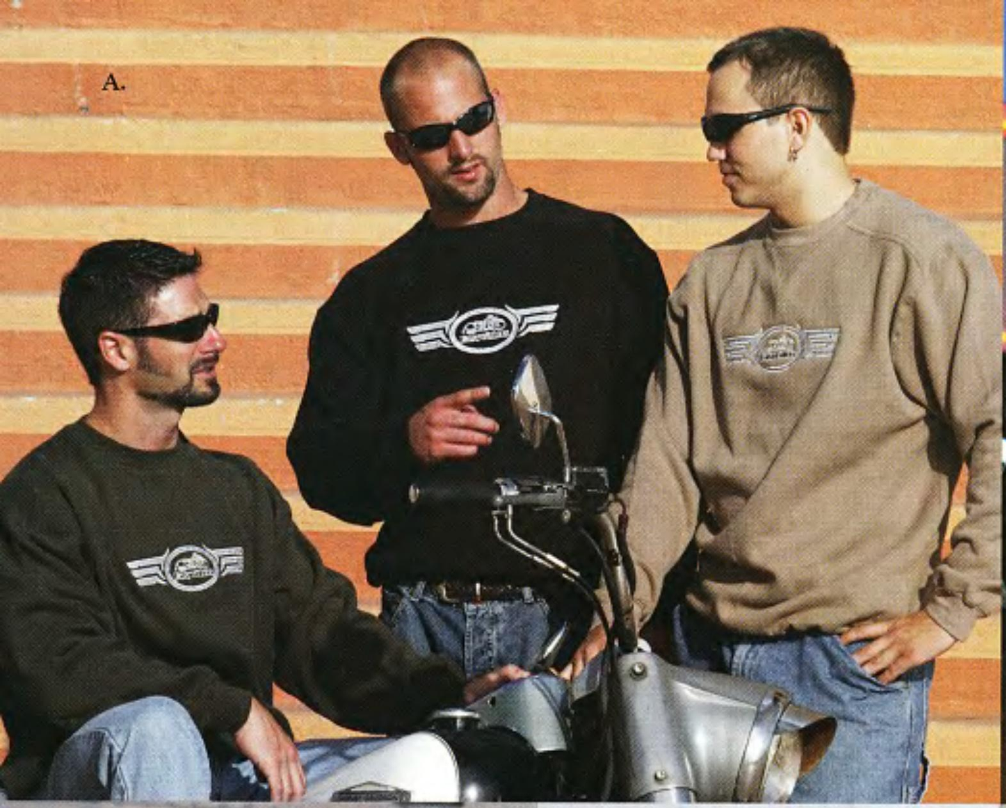
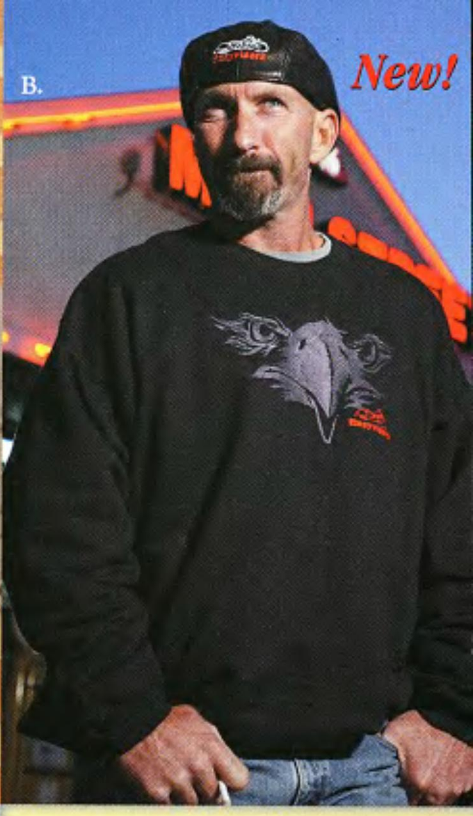
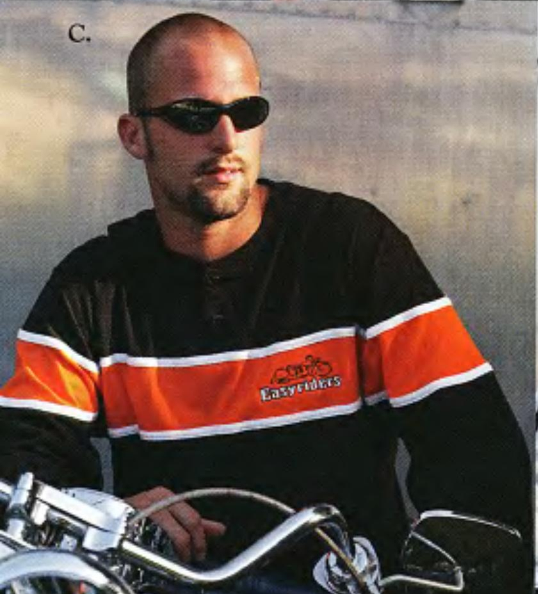






A. Sueded Sweatshirts

This must be the softest sweatshirt ever made, which is why it's called sueded fleece. These 9 oz. 80% cotton, 20% polyester sweats include a very detailed diamond plate embroiders as well as front v-notch, back locker patch and ribbed collar, cuffs & bottom. Available in three colors

M3776 Moss Green • 3773 Black
3772 Mocha
Sizes MD, LG, XL $39.95
XX $41.95

B. Black Eagle Eyes Sweatshirt

This one speaks for itself. To sum it up it's one heavy duty sweatshirt with rich tone.

5020 Sizes MD, LG, XL $34.95
XX $36.95
XXX $38.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

C. Racing Stripe Henley

You're a winner and you'll feel like one too in this comfortable Henley with an Easyriders embroidered logo. Available in both long or short sleeve.

3747 Long Sleeve
Sizes MD, LG, XL $31.95 • XX 33.95
3751 Short Sleeve
Sizes MD, LG, XL $26.95 • XX 28.95

D. Striped Cruiser Jersey

A hefty 9 oz. rib knit, cotton, long sleeve jersey with a racing stripe on both sleeves. Features include front v-notch, hemmed cuffs and bottom and an embroidered Easyriders logo.

3756 Sizes MD, LG, XL $49.95
XX $51.95

E. High Visability Sweatshirt

This heavyweight sweatshirt features an easy to see reflective trim for night riding. Heather Grey with reflective trim.

5017 Sizes MD, LG, XL $39.95
XX $41.95

F. Zippered Hooded Sweatshirt

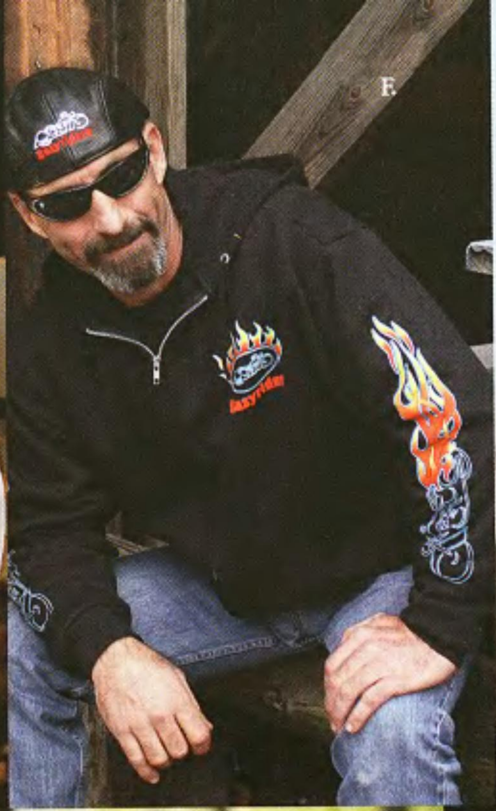
This sweatshirt is flaming hot but if you happen to get a chill flip up the hood, zip up the front and off you go.

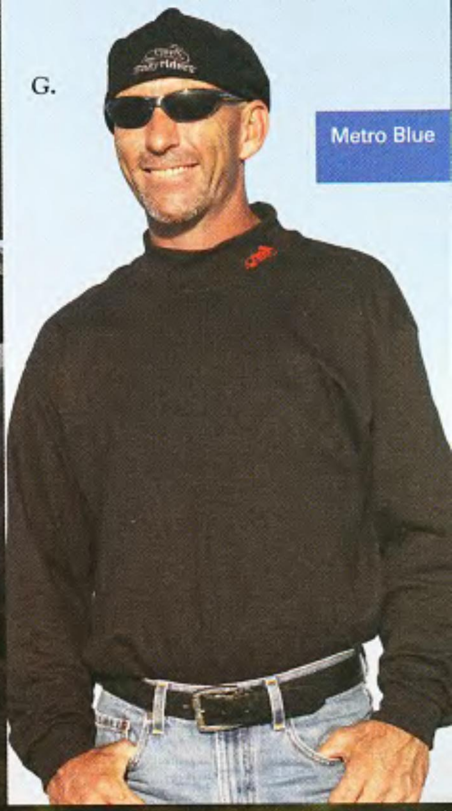
5026 Sizes MD, LG, XL $38.95
XX $40.95

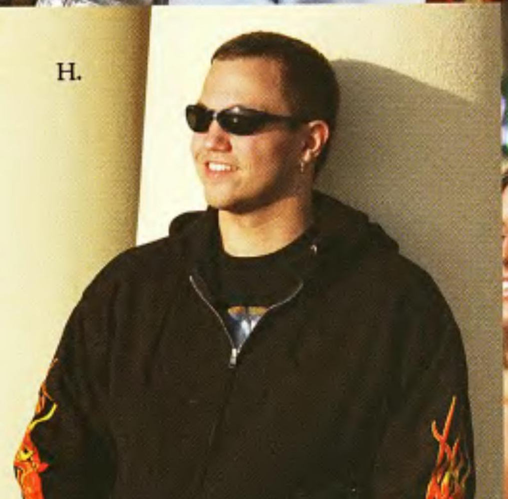
G. Mens Mock Turtleneck

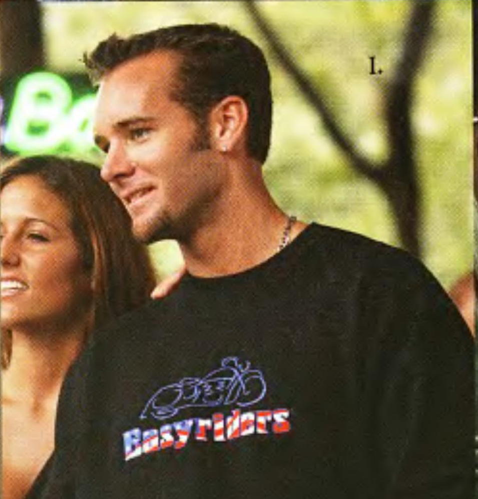
When you need just a little bit extra cut from the wind this 100% cotton mock turtleneck (that means it won't get in your way) is the perfect choice. Available in black or metro blue and sports a red embroidered Easyriders bike logo.

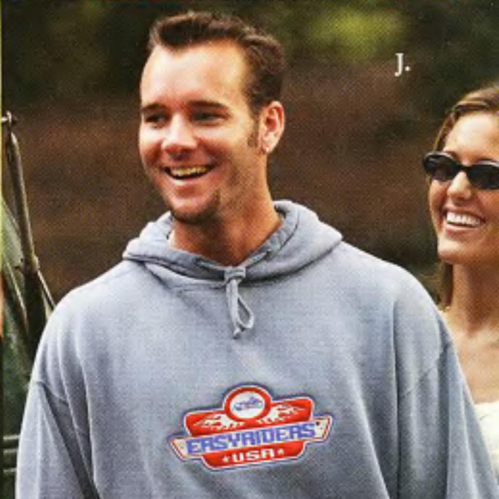
3753 Black • 3752 Metro Blue
Sizes MD, LG, XL $21.95
XX $23.95











H. Bike Flame Hooded Zip Sweatshirt

This sweatshirt is made of 100% cotton with knit cuffs, zip front, a tie to tighten the hood and screen printed bike flame design to enhance the sleeves.

3716 Sizes MD, LG $39.95
XX $41.95

I. Patriotic America Sweatshirt

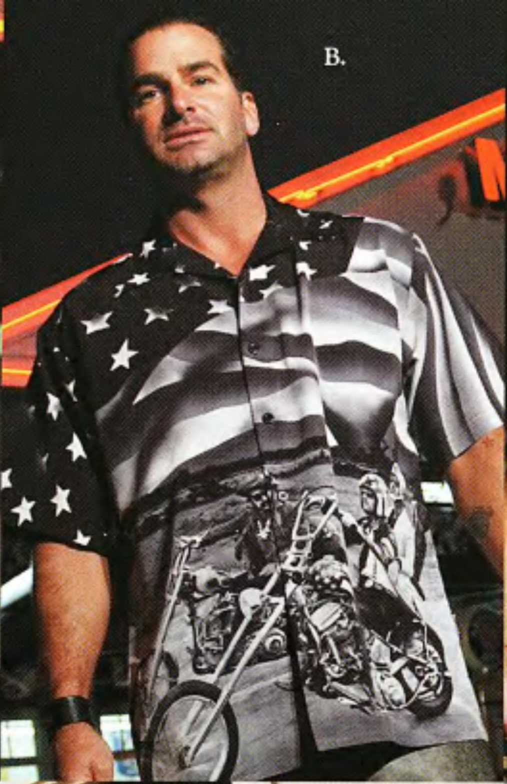
Wear this colorful embroidered sweatshirt with pride. Featuring the motorcycle logo and red, white, and blue Easyriders letters a heavy 10 oz., 90% cotton and 10% polyester sweatshirt with rib trim on collar, cuffs & bottom.

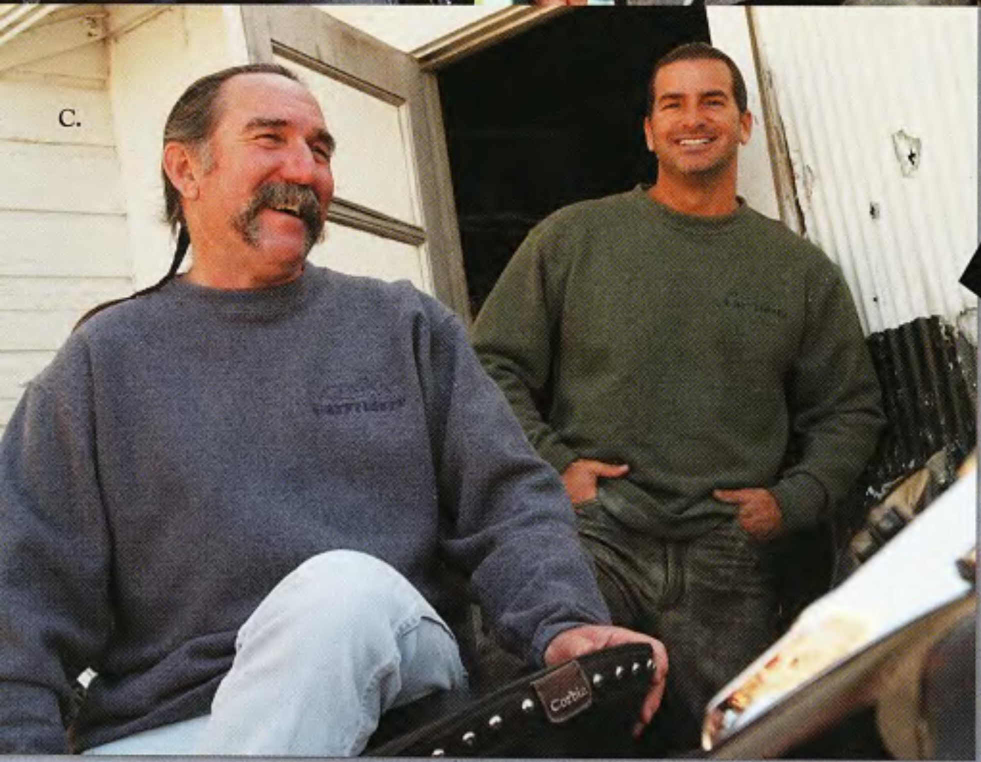
3748 Sizes MD, LG, XL $34.95
XX $36.95
XXX $38.95

J. Hooded Denim Sweatshirt

Destined to become a classic, this comfy sweatshirt is the color of your favorite pair of faded bluejeans. Details include rib trim cuffs, and waist, muff pocket and drawstring hood. Check out the red, white & blue embroidered patch with tons of detail.

3759 Sizes MD, LG, XL $39.95
XX $41.95





A. Eagle & Skull Dress Shirt

Looking for something hot? This polyester microfibre shirt is on fire and yet feels as cool as silk on your skin. 7522 Eagle & Skulls

Sizes MD, LG, XL $54.95
XX $56.95

B. American Dream

This shirt is right out of and old black and white movie. It features a nostalgic scene blended with a flag design all printed into a polyester shirt that feels like silk.

7520 Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

C. The Fleeced Lined Sweater

Here's a great combination. It's a sweater outside with a fleece lining inside. While shades may vary due to special dying process this sweatshirt is hard working and comfortable. Available in two colors.

5013 Navy Blue • 5014 Forest Green
Sizes MD, LG, XL $34.95

D. Easyriders Flame Dress Shirts

Take dressing up to a whole new level with these outrageous flame shirts. They are made of a polyester material that feels like silk only better. and they're available in three styles:

7501 Blue & Red Flames w/skull buttons
7502 Yellow and Gray Flames w/flame buttons
7500 Chest Flames w/flame buttons
Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

ITEMS A, B, D, E and F

These shirts are not meant for riding at extreme speeds and are made for low speed cruising.

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

E. Bowling Shirt

This modern design is set on top of a comfortable poly rayon shirt that feels great on your skin. You'll love the timeless style.

7300 Sizes SM, MD, LG, XL $49.95
XX $52.95

F. Barbed Wire

Nothing gets past this shirt. From the fully embroidered barbed wire trim, no fuss polyester material, exclusive motorcycle button and embroidered emblem pocket, this shirt is as comfortable as it is unusual.

7505 Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

G. Long Sleeve Silver Wings Henley

This steel blue, mens Henley is made of 100% cotton and features an embroidered silver engine and wings Easyriders logo. It's available in short or long sleeve.

3743 Long Sleeve
Sizes MD, LG, XL $29.95
XX $31.95

3750 Short Sleeve (not shown)
Sizes MD, LG, XL $24.95
XX $26.95

H. The Liberty Thermal Henley

These are the real deal for staying warm on a cold day. Made by Canadians (and they know cold). This shirt is extra dense for superior element protection.

5018 Oatmeal • 5019 Black
Sizes MD, LG, XL $57.95
XX $59.95

A.

B. C. D. E.

M.

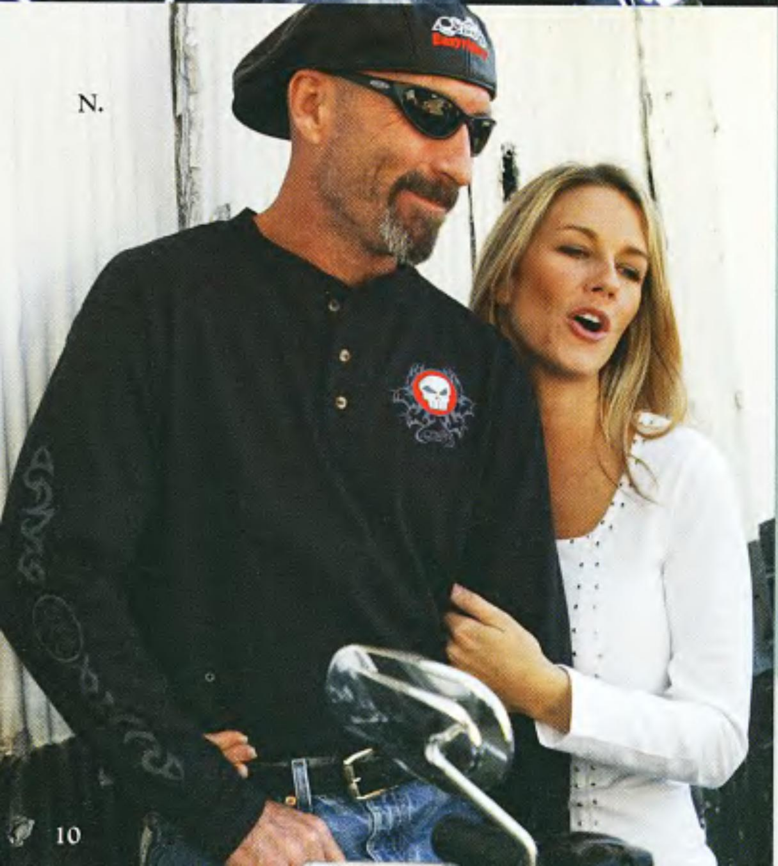
M. Embroidered Tribal Henley

This Henley has been inspired by the great tribal tattoos. It's made from 100% cotton and features a gold embroidered tribal skull and *Easyriders* logo.

3745 Long Sleeve
Sizes MD, LG, XL $34.95
XX $38.95

3737 Short Sleeve
Sizes MD, LG, XL $29.95
XX $33.95

N.



N. Wicked Bones Henley

Made from 100% preshrunk cotton and features a three button collar and embroidered Gothic skull. In short or long sleeve (long sleeve comes with a sleeve print).

Short Sleeve 5024 Black • 5025 White
Sizes MD, LG, XL $29.95
XX $33.95

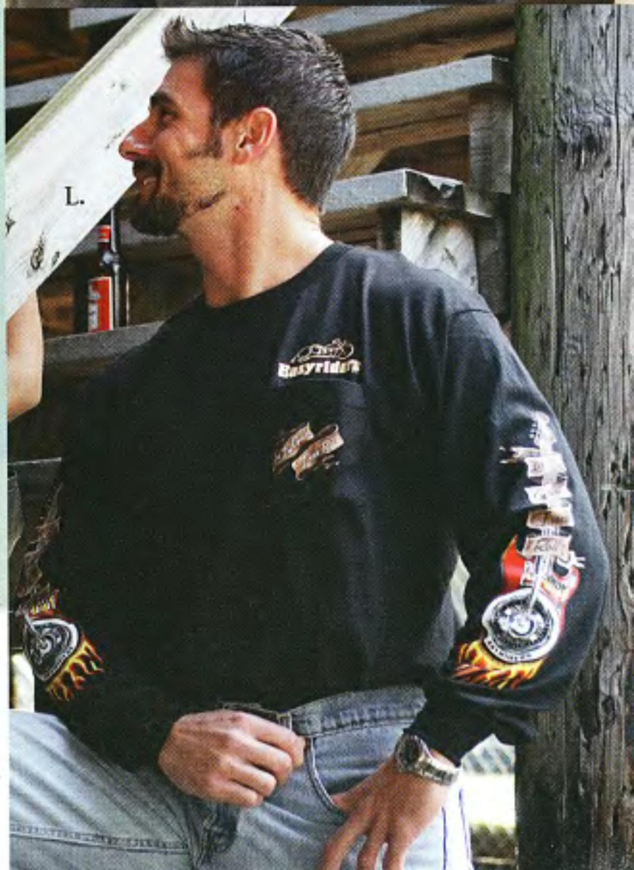
Long Sleeve
5016 Black • 5015 White
Sizes MD, LG, XL $34.95
XX $38.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

F. G. H. I. J.

K.

L.



Long Sleeve T-Shirts

These shirts are made of 100% preshrunk cotton and are available in your choice of designs. Some even feature a design on the front as well as both sleeves.

Unless otherwise shown, pricing for all shirts is as follows:
MD, LG, XL $28.95
XX $31.95 • XXX $33.95

A. G.I. Lady
8202 Sizes MD, LG, XL, XX

B. Celtic Skull
8622 Sizes MD, LG, XL, XX

C. Blue Girl Flame
M8726 Sizes MD, LG, XL, XX, XXX

D. Wolf Shield
8477 Sizes MD, LG, XL, XX, XXX

E. Liquid Eagle-Lake Blue
8295 Sizes MD, LG, XL, XX

F. Diamond Plate
8708 Sizes MD, LG, XL, XX, XXX

G. Flaming Skull
8725 Sizes MD, LG, XL, XX, XXX

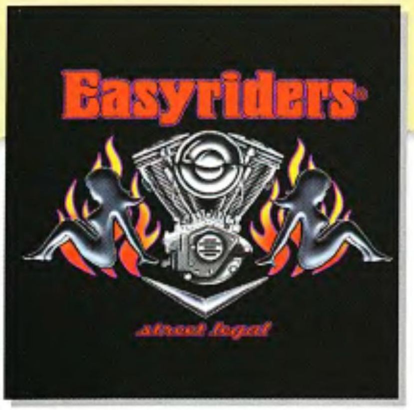
H. Skull Shield
8476 Sizes MD, LG, XL, XX

I. Tribal Skull
8709 Sizes MD, LG, XL, XX, XXX

J. Iron Cross
8478 Sizes MD, LG, XL, XX, XXX

K. Pan Skull
8297 Sizes MD, LG, XL, XX

L. Let The Good Times Roll
8172 Sizes MD, LG, XL, XX, XXX



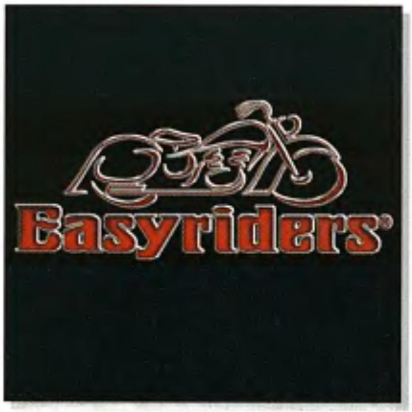
RETRO
8154 **Sizes MD, LG, XL, XX, XXX**

For over 20 years *Easyriders* T-shirt designs have always embodied the fun and freedom of the biker experience, and our newest T's continue that fine tradition. Some designs have also combined embroidery with the silk screened image, while others have been printed front and/or back. All designs are screen printed on 100% cotton.

Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $18.95 ea.
XX are $21.95 ea. • XXX (when available) are $24.95 ea.

Also available at - www.easyriders.com

PURPLE WINGS
8719 **Sizes MD, LG, XL, XX, XXX**



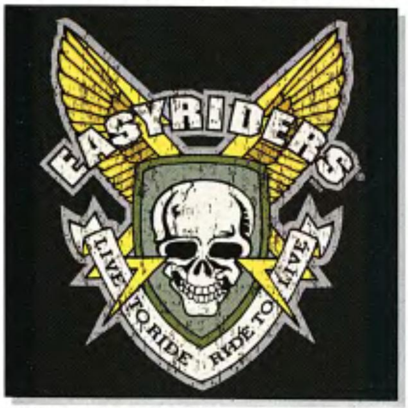
CHROME LINE BIKE
8918 **Sizes MD, LG, XL, XX, XXX**

CHROME SKULL
8925 **Sizes MD, LG, XL, XX, XXX**

WHITE LINE BROS - Signature Series w/embroidered David Mann signature.
8585 **Sizes MD, LG, XL, XX, XXX $24.95**

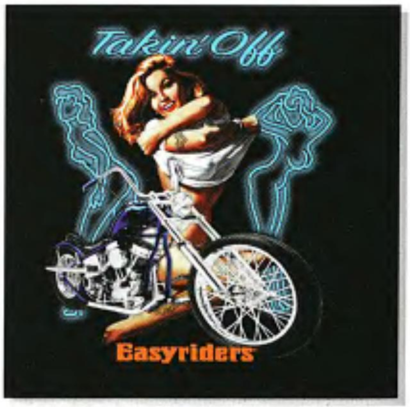
G.I. LADY (On Khaki Shirt)
8224 **Sizes MD, LG, XL, XX, XXX**

EASYRIDERS FLAG
8921 **Sizes MD, LG, XL, XX, XXX**



LIVE TO RIDE-AIRBORN
8924 **Sizes MD, LG, XL, XX, XXX**

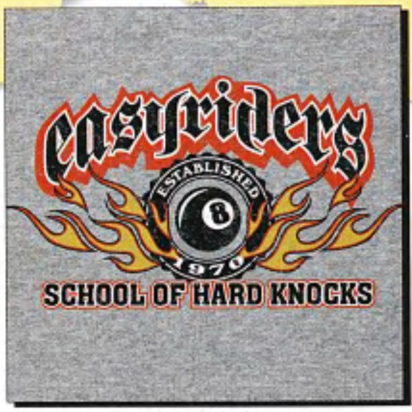
EMBLEM
8914 **Sizes MD, LG, XL, XX, XXX**



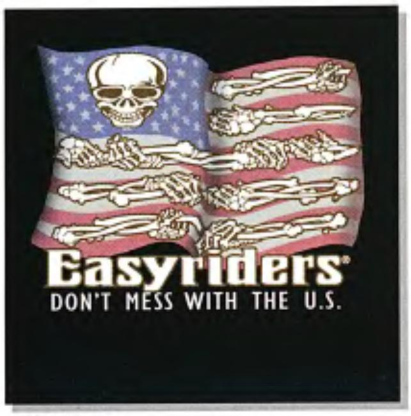
TAKIN' OFF
8913 **Sizes MD, LG, XL, XX, XXX**

FLAMING SKULL
8949 Sizes MD, LG, XL, XX, XXX

IRON CROSS
8948 Sizes MD, LG, XL, XX, XXX



8 BALL (On Ash Shirt)
8280 Sizes MD, LG, XL, XX, XXX



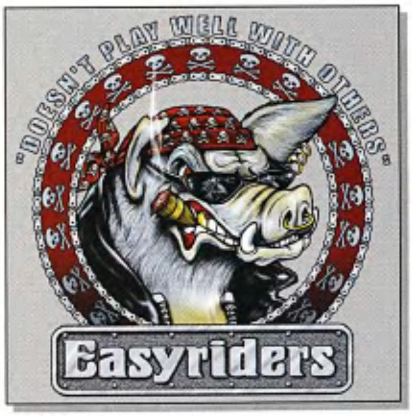
SKULL FLAG
8284 Sizes MD, LG, XL, XX, XXX

DAVID MANN - SUNSET STRIP
8860 Sizes MD, LG, XL, XX, XXX

CHOPPERS RULE
8232 Sizes MD, LG, XL, XX, XXX

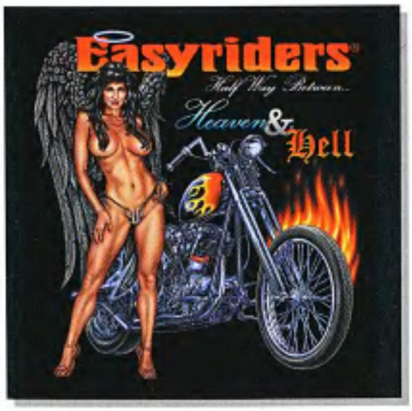
BAD EXAMPLE
8945 Sizes MD, LG, XL, XX, XXX

WOLF EYES
8576 Sizes MD, LG, XL, XX, XXX

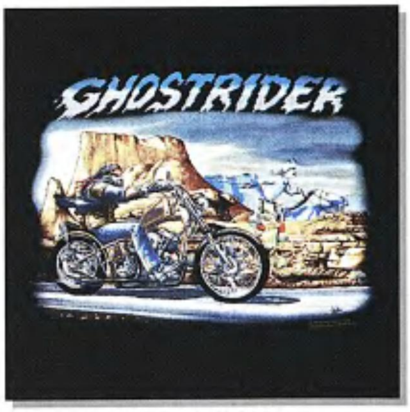


DOESN'T PLAY WELL
8122 Sizes MD, LG, XL, XX, XXX

BROWN WOLF
8182 Sizes MD, LG, XL, XX, XXX



HEAVEN AND HELL
8943 Sizes MD, LG, XL, XX, XXX

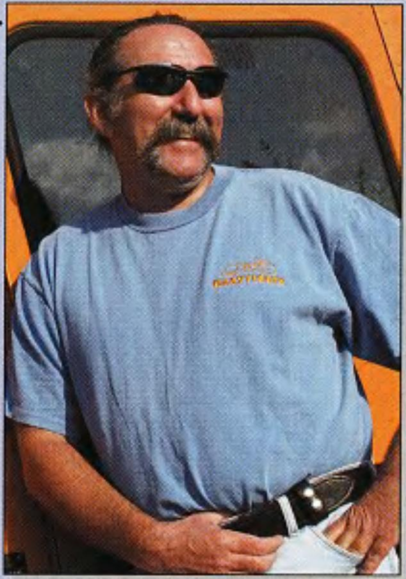


DAVID MANN - GHOSTRIDER
8580 Sizes MD, LG, XL, XX, XXX

UNLESS OTHERWISE NOTED, PRICING IS AS FOLLOWS:

MD, LG, XL T-shirts are $18.95 ea.
XX are $21.95 ea.
XXX (when available) are $24.95 ea.

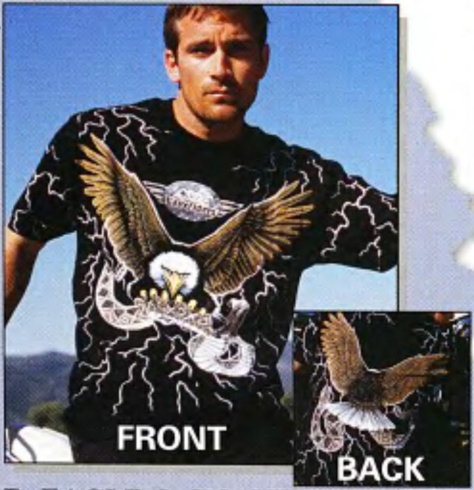
A.



A. EMBROIDERED DENIM TEE

8901 Sizes MD, LG, XL $22.95
XX $24.95
XXX $26.95

B.



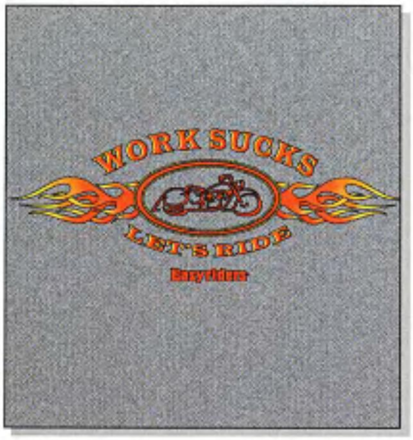
B. EAGLE & SNAKE

The lightning bolt image is on the front and back of this electrifying shirt.
8721 Sizes LG, XL, XX, XXX $22.95

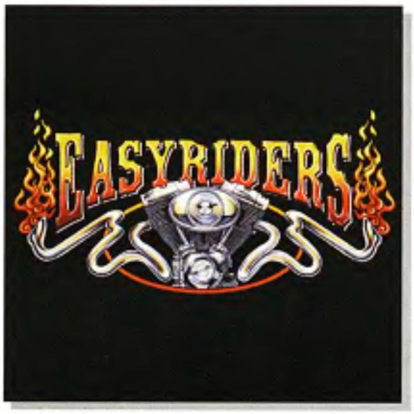
C.

C. Embroidered Easyriders Hat

This hat features a velcro, adjustable closure in the back and extensive detail on the brim.
300408 $19.95

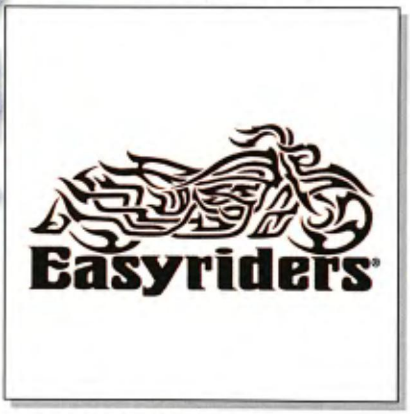


WORK SUCKS
8947 Sizes MD, LG, XL, XX, XXX

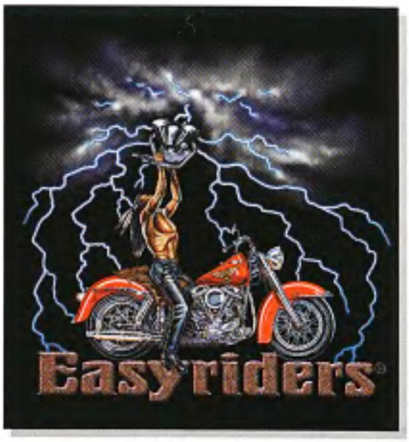


FLAME PIPES
8329 Sizes MD, LG, XL, XX, XXX

PIN SKULL
8372 Sizes MD, LG, XL, XX, XXX



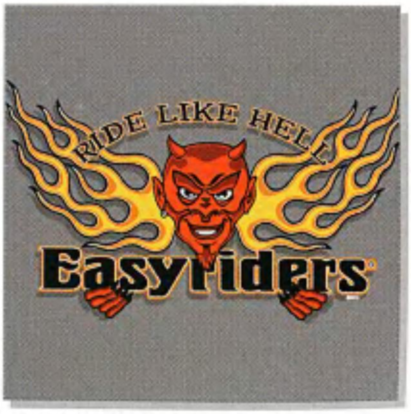
GOTHIC BIKE (white shirt)
8919 Sizes MD, LG, XL, XX, XXX



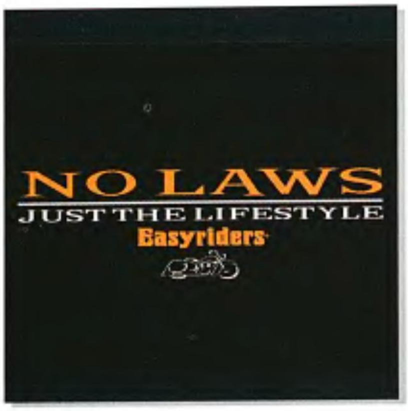
LIGHTNING INDIAN
8950 Sizes MD, LG, XL, XX, XXX

HARD CORE
8944 Sizes MD, LG, XL, XX, XXX

EASYRIDERS WIZARD
8149 Sizes MD, LG, XL, XX, XXX



RIDE LIKE HELL (On gray shirt)
8923 Sizes MD, LG, XL, XX, XXX



NO LAWS
8519 Sizes MD, LG, XL, XX, XXX

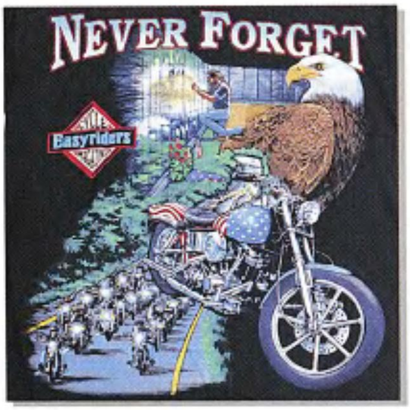
WINGED CROSS
8946 Sizes MD, LG, XL, XX, XXX

LIVE FREE
8920 Sizes MD, LG, XL, XX, XXX

SPROCKET EAGLE
8283 Sizes MD, LG, XL, XX, XXX

TWIN EAGLES
8941 Sizes MD, LG, XL, XX, XXX

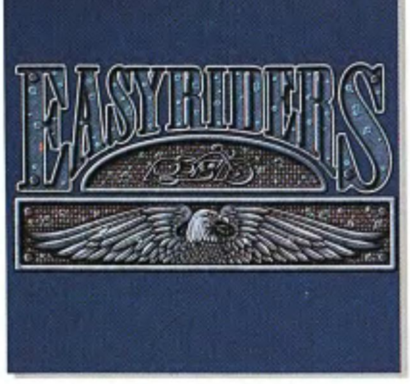
SKULL DRAGON
8281 Sizes MD, LG, XL, XX, XXX



VIETNAM VET
8715 Sizes MD, LG, XL, XX, XXX

BLUE FLAME GIRL
8268 Sizes MD, LG, XL, XX, XXX

BIG LEAGUE
8917 Sizes MD, LG, XL, XX, XXX



WET METAL (On slate blue shirt)
8514 Sizes MD, LG, XL, XX, XXX

QUALITY BRAND (On white shirt)
8926 Sizes MD, LG, XL, XX, XXX

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
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A.

B.

C.

G.

A. Ladies Lambskin Leather Shirt

This tapered back, super soft lambskin leather shirt has dual front snap pockets and a snap-down collar. It's a shirt you'll never want to take off.
7200 Sizes SM, MD, LG, XL $169.00

B. The Sleek One

Here's a top grade leather jacket that is fully lined with two front pockets. It's durable and has a great look, sleek!
3763 Sizes SM, MD, LG, XL $249.00

C. Ladies Basic Leather Vest

There's nothing basic about it's outrageous style. This vest is made of top grade leather and has two side pockets to add to the sexy shape. Let's say it handles the curves like a well tuned motorcycle.
3764 Sizes SM, MD, LG, XL $109.95

D. Glamour Vest

This soft, lined, black leather vest has an adjustable back strap, four zipper pockets and a zipper front. Back adjusts for just the right fit.
5520 Sizes SM, MD, LG, XL $109.00

H.

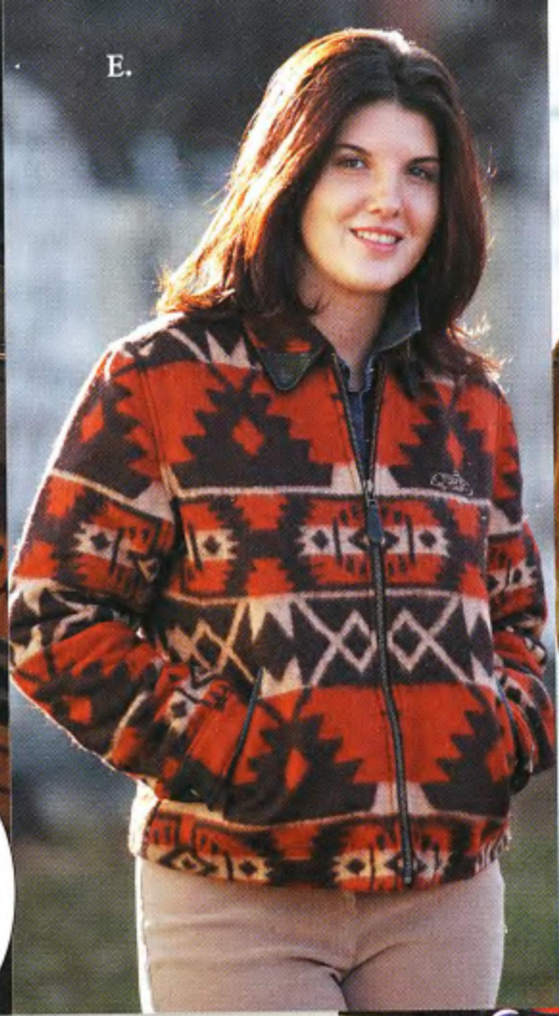
Easyriders Zipper Pull

E. Southwestern Wool Jacket

Wearing this jacket is like wrapping up in a warm blanket. it features a light quilted lining, zipper front, leather trim on the snap down collar, one inside pocket and two side pockets.
3327 Rust/Beige/Black
Sizes SM, MD, LG, XL $69.00

F. The Suede Shirt Jacket

This suede shirt feels like butter on your skin. You don't see items like this outside a specialty leather store very often. This beautiful leather shirt has detail stitching at the shoulders and the top slit pockets. Inside features a light satin feel lining.
7221 Sizes SM, MD, LG, XL $229.00



G. Ladies Biker Jacket

This all weather protector is made from top grade leather with a zip-out lining, four outside pockets and a snap down collar. You can conquer the elements with this one.
4588 Sizes SM, MD, LG, XL $279.00

H. Animal Print Glamour Vest

Styled after our ever-popular soft black leather glamour vest (page 16), this vest is made of rugged leather with a leopard-skin look.
5575 Sizes SM, MD, LG, XL $69.00

I. Rampage Leather Jeans

These satin-lined jeans with zippered leg closures feature an expandable back panel that allows a great fit.
7120 Sizes 6 (27″), 8 (28″), 10 (29″), 12 (31″), 14 (32″), 16 (33″). $219.95

Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
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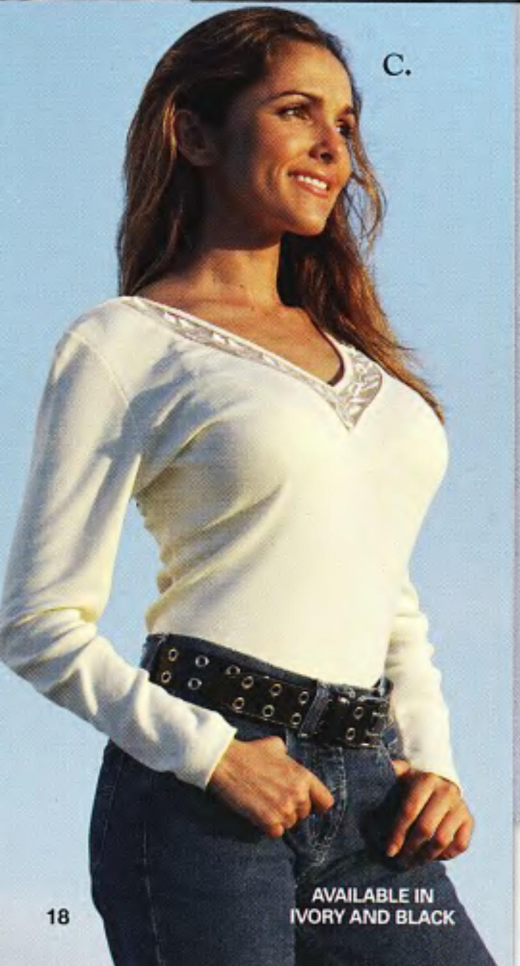

A Microfiber Long Sleeve Classic V-Neck

This is the hottest new material to come along in a long time. Softer and smoother than you'd expect. It moves with you as it clings to the contours of your body and it's wrinkle resistant. For added drama you can't ignore the plunging necklines. That sure kicks your wardrobe up a notch or two.
2080 Red • 2079 Black • 2081 Buff
Sizes SM, MD, LG, XL $29.95 • XX $33.95

B. Peek-A-Boo Mesh Top

These very sexy tops have slits filled with a black mesh panel to show off just enough. Sized from Small to XX Large, for all those sexy ladies out there and are available in long sleeve or tank style.

Sizes	SM, MD, LG, XL	XX
Long Sleeve	2062 Black $34.95	$36.95
Tank	2063 Black $28.95	$30.95

C. Satin Lace Tops

Sugar and spice and everything nice, that's what this style is made of. It's sophisticated and feminine and features a discreet embroidered logo. Available in three styles.
Sizes SM, MD, LG, XL.

Long Sleeve	1109 Ivory • 1110 Black	$26.95
Short Sleeve	1107 Ivory • 1108 Black	$24.95
Sleeveless	1105 Ivory • 1106 Black	$21.95

D. Studded Plunging 3/4 Sleeve

Go ahead and take the plunge. This 3/4 length sleeve top ads a lean and graceful illusion while drawing attention to your most feminine assets. Stand back and accept the compliments.
1144 Red • 1143 Black
Sizes SM, MD, LG, XL $28.95

E. Long Sleeve Stud Shirt

This Cotton/Spandex top completes its sexy look with a U shape neck and studs, lots of studs. Hugs your body to accentuate your curves.
1200 Black • 1201 White
Sizes SM, MD, LG, XL 39.95

F. Long Sleeve Li'l Devil

A new addition to the line. This long sleeve top has a little embroidered devil on the chest to keep things warmed up.
2039 Sizes SM, MD, LG, XL $28.95
XXL $29.95

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Fax: (800) 523-8301 or
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D.

E.

F.

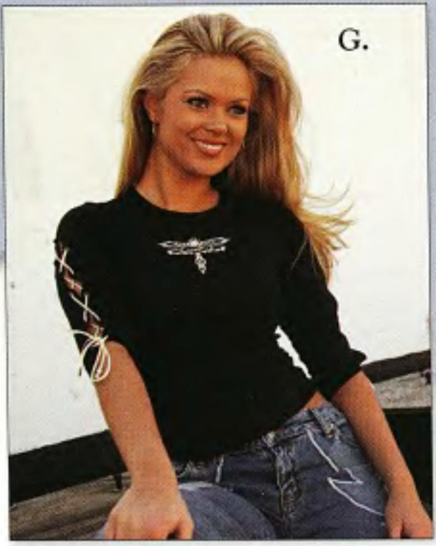
Belt sold on page 29.

G. Lace-Up Sleeve

If any top looked great on every lady this would be it. It just seems to compliment everyone. It has the ability to smooth out the edges and the attractive embroidered design make it a winner. What ever shape you are, this top is for you.

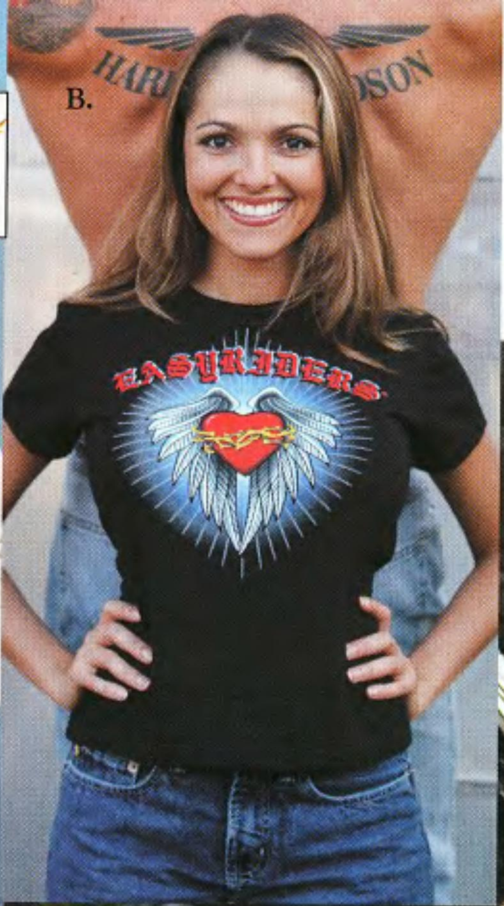
2067 Orange • 2068 Olive • 2069 Black
Sizes SM, MD, LG, XL $29.95
XX $31.95

G.



G.

G.



A. Long Sleeve Hook & Loop

There is something very sexy about the old fashioned hook and loop closures. Although it may take a little extra time buttoning them up the real fun is in getting someone to help take them off. Added to the 100% cotton is the colorful embroidered logo.
1152 Black • 1153 Fuchsia • 1155 Purple
1154 Ivory
Sizes SM, MD, LG, XL $26.95

B. Spandex Crew Neck

Break some rules and some hearts in this super stretchy crew neck tee with tattoo inspired wing heart design screened on the front. Made of cotton/spandex to keep its shape and it's available in two colors.
1135 White • 1136 Black
Sizes SM, MD, LG, XL $19.95

C. Bell Sleeve Paisley

This shirt starts with form fitting fabric and is complimented by a key hole front tie, micro fiber, unique beaded imprint design and flowing bell sleeves.
2087 Sizes SM, MD, LG, XL $35.95

D. Temptation Top

With a patchwork black faux leather design this tempting little top will gain their attention from the minute you ride in. It also stretches to snugly fit your body.
2057 Sizes SM, MD, LG, XL, XX $34.00

E. Ribbon Lace Tops

Soft, sweet and romantic, would be the best way to describe these ladies tops. They are made from lightweight cotton with delicate ribbon lacing at the bust line adding a romantic flair and sexy look. Available in two colors and two styles.
Sizes SM, MD, LG, XL
Long Sleeve - 1103 Ivory • 1100 Black $26.95
Tank - 1104 Ivory • 1102 Black $21.95

F.

G.

New!

H.

F. Long Sleevel Scroll Lace

This 100% ribbed cotton top is more than pretty. From the scroll lace trim to the tone on tone embroidery it will be your favorite. Available in these colors.
1160 Black • 1161 Fuchsia
1162 Purple • 1163 White
Sizes SM, MD, LG, XL $26.95

G. Crew Neck Thermal

Show your true colors in this 100% cotton long sleeve thermal shirt with a very patriotic red, white & blue embroidered flag design.
1118 Sizes SM, MD, LG, XL $28.95

H. The Sueded Fur Trim

This top features a bell sleeve design with a very cool faux fur trim. The *Easyriders* bike is subtly embroidered on the sleeve.
2059 Sizes SM, MD, LG, XL $45.95

I. Black Denim Shirt

This lady's 100% cotton denim shirt has a single front pocket with single button cuffs, all metal buttons, gold contrast stitching and embroidered bike logo. The princess seams in front and back add a form fitting look. Yes this shirt hugs the curves quite nicely.
1180 Sizes SM, MD, LG, XL $38.95
XX $41.95

J. Long Sleeve Sueded Cutout

With an adjustable front that can accommodate all, this top laces across the chest and falls open to the waist. Color is chocolate brown.
2089 Sizes SM, MD, LG, XL $38.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

I.

J.

A.

B.

C.

A. Lingerie Strap Tank

This soft cotton top covers the bare necessities but shows lots of skin. Great for showing off that new belly button ring or your best tattoo. Features a unique animal pattern embroidered logo.
4032 Sizes SM, MD, LG, XL $25.95

B. Leather Shoulder Fringe

With a microfibre construction and built in support, these tops are very flattering to many figures. The leather fringe is fun to play with and looks great in the breeze.
2051 Buff • 2049 Black • 2050 White
Sizes SM, MD, LG, XL $34.95

C. Knotty Tank

It features designer fringe made of knotted ties to accentuate your neck and an *Easyriders* line bike embroidered as a center back tag. Naughty or knotty, you'll love this top.
2085 Buff (not shown) • 2084 White
2044 Black
Sizes SM, MD, LG, XL $21.95 • XX $23.95

D. Pure Platinum Classic

Made of wrinkle resistant Carasel® this cross grained weave shirt is something you must see to believe. It's bound to become an instant classic for you as well.
2095 Sizes SM, MD, LG, XL $58.95
XX $60.95 • XXX $62.95

E. Tie Me Up Tank

Lace it anyway you like, discreetly or not, it will serve you well. The comfortable fabric and adjustable features of this top make wearing it a dream.
2047 Camel • 2048 Black
Sizes SM, MD, LG, XL $28.95 • XX $30.95

Belt sold on page 26.

F. Victoria 3/4 Sleeve Top

Our curvy cotton rib knit top draws attention to all the right places. Unique design has 3/4 sleeve length and a seven button front with bottom slit for showing off your belly button.
1137 Orange • 1138 Black
Sizes SM, MD, LG $21.95

G Long Sleeve Denim Tie Top

You'll love this 100% cotton shirt with a flirty front tie, embroidered Easyriders logo and a choice of three great colors.
1124 Black • 1125 White
Sizes SM, MD, LG, XL $34.95
1123 Lt. Denim
Sizes SM, MD, LG, XL $36.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
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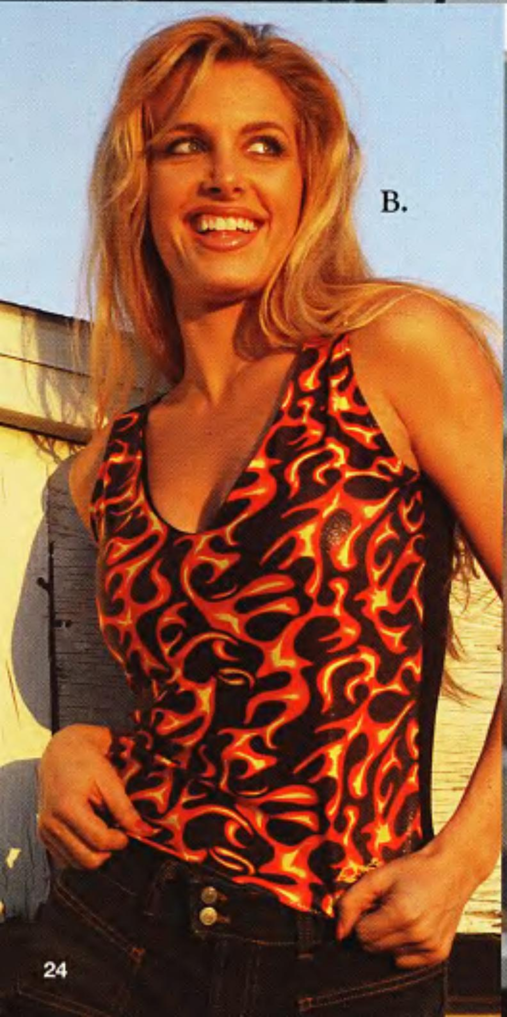

A. SNAP HENLEYS

You may have a hard time deciding which color you can't live without. These tops have four tiny baby snaps in front and are made of easy care 100% cotton with an exquisite embroidered wing design.

Sizes SM, MD, LG, XL

2002 Black Tank	$22.95
2003 Turquoise Tank	$22.95
2004 Purple Tank	$22.95
1115 Black Long Sleeve	$26.95
1116 Turquoise Long Sleeve	$26.95
1117 Purple Long Sleeve	$26.95

B. The Red Hot Tank

This tank is "on fire" and you will be too once you add your own curves.

2066 Sizes SM, MD, LG, XL $29.95
XX $31.95

C. Flame Glitter Top

This very shimmery top is a fashion experience you must wear. The light captures it in any room and the small key hole adds drama. Dust on a little of your own body glitter or shimmering powder and you will simply glow!

2072 Red/Black

Sizes SM, MD, LG, XL $34.95 • XX $36.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
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A. Mens & Ladies Gel Gloves

These gloves incorporate the latest in padded glove technology. Designed to provide greater riding comfort, the gel gloves have a padding that makes your grip soft and much less stressful on your muscles. Comfort, warmth, and grip are what these gloves are all about.

1. 2290 Mens Fingerless Glove
Sizes XXS, XS, SM, MD, LG, XL, XX $30.00

2. 2287 Mens Perforated Gel Glove
Sizes SM, MD, LG, XL, XX $55.00

3. 2289 Ladies Gel Glove
Sizes XS, SM, MD, LG, XL, XX $55.00

4. 2288 Ladies Perforated Gel Glove
Sizes SM, MD, LG, XL $55.00

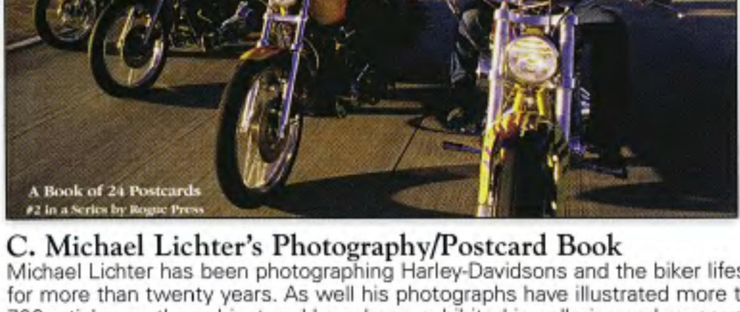
B.

B. Mens and Womens Logger Boots

Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.

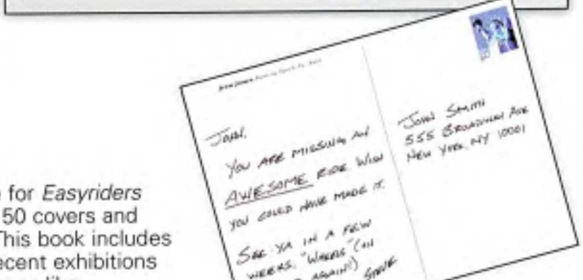
2525 Mens $110.00
Sizes 7, 7½, 8½, 9, 9½, 10, 10½, 11, 12, 13

2526 Womens $89.00
Sizes 5, 5½, 6½, 7, 7½, 8, 8½, 9, 9½,10



C.

Michael Lichter's Photography/Postcard Book



C. Michael Lichter's Photography/Postcard Book

Michael Lichter has been photographing Harley-Davidsons and the biker lifestyle for *Easyriders* for more than twenty years. As well his photographs have illustrated more than 50 covers and 700 articles on the subject and have been exhibited in galleries and museums. This book includes twenty-four beautifully printed, postcards, most of which have been shown in recent exhibitions by Michael entitled "Biker Generation". Many of Michael's more memorable images like "Harley Back Piece", "Busted in Daytona" and "Dedicated" are included in this collection. It is ideal to keep as a small photo book or to remove the cards to send to friends.
Dimensions: 3.75" x 7". Get your copy today! 060305 $9.95

A.

B. *Mens or Ladies*

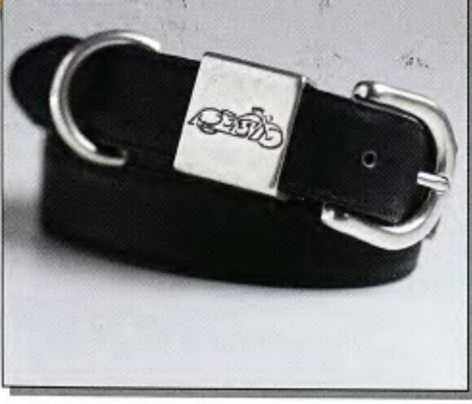
C. *Mens or Ladies*

D. *Mens or Ladies*

E. *Ladies*

F. *Ladies*

G. *Ladies*



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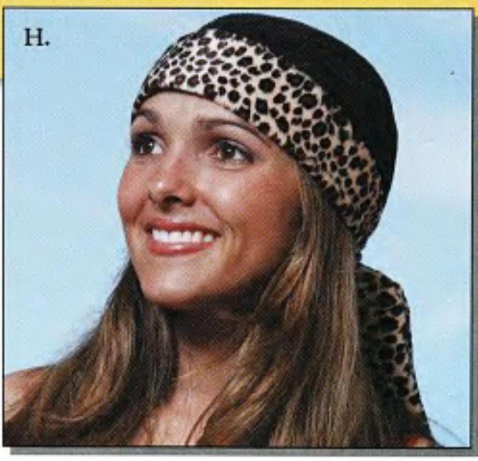


EASYRIDERS BELTS

This collection of belts is stylish and durable. Most feature attractive silver tone buckles with high quality leather. We are proud to have the Easyriders name on this great line of mens and ladies belts.

A. Embossed Belt

2351 $39.00
Sizes 28", 30", 32", 34", 36", 40", 44"

B. Military Belt with Bottle Opener Buckle (Unisex)

6013 Sizes MD, LG $24.00

C. Easyriders Signature Buckle Belt

6011 Mens $40.00
Sizes 34", 36", 38", 40", 42", 44", 46" 48", 50"

6006 Ladies $35.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

D. Easyriders Signature Braid Belt

6012 Mens $39.00
Sizes 34", 36", 38", 40", 42", 44", 46" 48", 50"

6007 Ladies $39.00 (1" braided leather.)
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

E. Ladies Leopard Leather Belt

This attractive ladies belt features one inch tapered leather with Leopard overlay, edge rivets and silver tone buckle set.
6010 $59.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

F. Ladies Easyriders Medallion

Oversized medallions with brass look on brown to hug your hips. One size fits most.
5005 $28.00

G. Ladies Easyriders Square Loop Belt

One inch dress leather with matching stitch and silver tone buckle.
6008 $35.00
Sizes 26", 28", 30", 32", 34", 36", 38", 40"

H. Ladies Animal Headwrap

Maybe there is some help for helmet hair! For those who don't wear a helmet, these headwraps can help avoid the big knot at the end of the ride. Whatever your reason for wearing it, here's one with a great look. Machine washable.
300375 $19.95

Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
	(818) 889-4726

www.easyriders.com

I. Embroidered Easyriders Hat

This hat has some heavy duty embroidery that makes the Easyriders bike logo pop right off the hat. Look closely at the brim and you will see the word *Easyriders* in such detail it will amaze you.

300408 $19.95

Detail on brim

J. Flame Gothic

Heat things up with this full gothic embroidered cap. Made in the U.S.A.

300419 $19.95

K. The Shred

Wrapped in embroidery, this cap features a design on front and one side. Made in the U.S.A.

300410 $19.95

L. White Logo Embroidered Cap

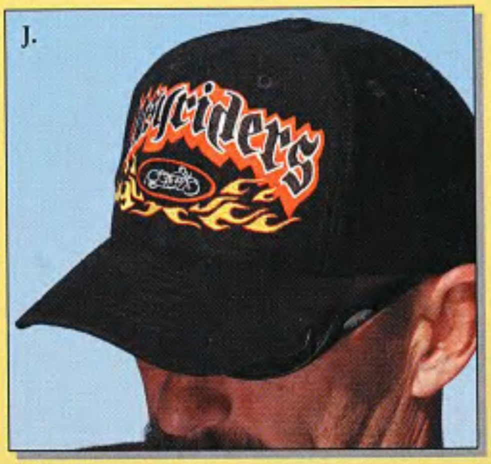
This richly embroidered six panel cap has an adjustable velcro closure and is made of 100% cotton. It also has an adjustable snap/buckle back.

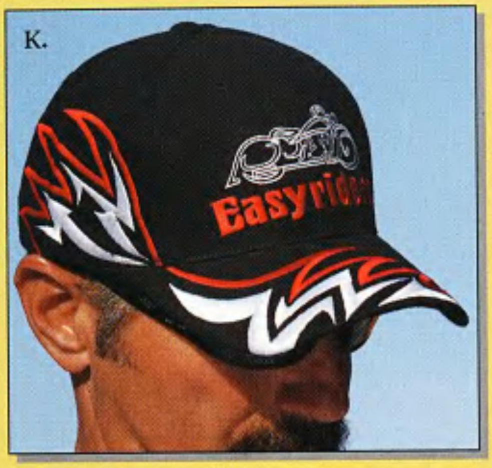
300409 $19.95

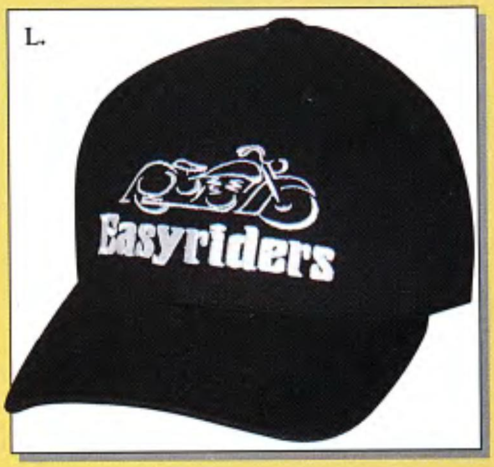
M. Metal Stud & Suede Cap

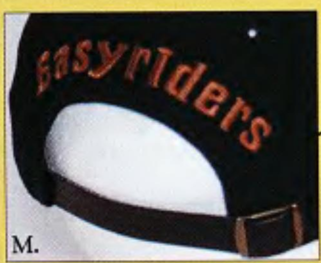
This hat is made of 80% Acrylic and 20% Wool and features a metal oval logo. It has additional embroidery on the back (see inset) and an adjustable snap/buckle back.

300403 $19.95









N. Flame Caps

Fire it up with this cotton twill cap in a six panel pro-style pattern with an adjustable self-fabric velcro strap in back. Available in three colors.

300400	Black/Orange/Gold	$19.95
300401	Red/Orange/Gold	$19.95
300402	Red/Red/Black	$19.95

O. Easyriders Girl Hat

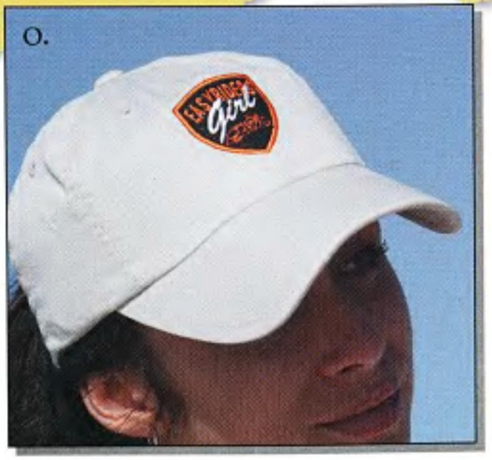
This stylish cap features an embroidered patch, ponytail velcro closure and soft construction. Available in two colors.

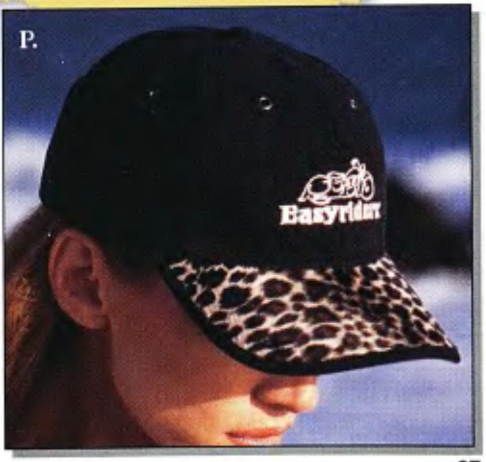
300407 Khaki • 300406 Black $19.95

P. Ladies Animal Print Cap

Pure animal attraction. This cap does more than keep the sun out of your eyes.

300365 $19.95





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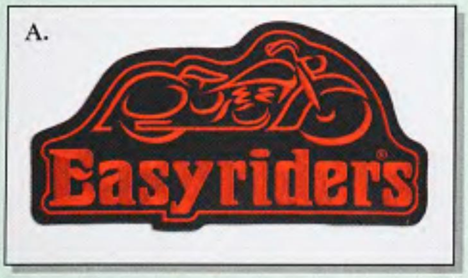

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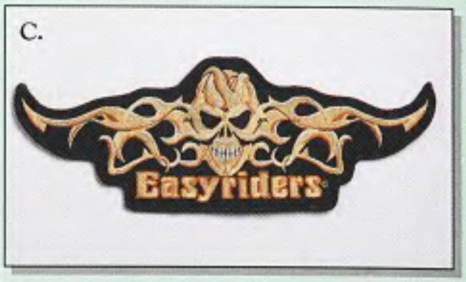
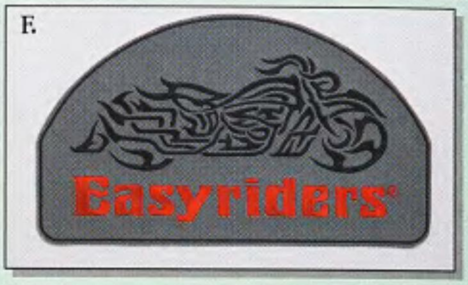


D.

E.

F.



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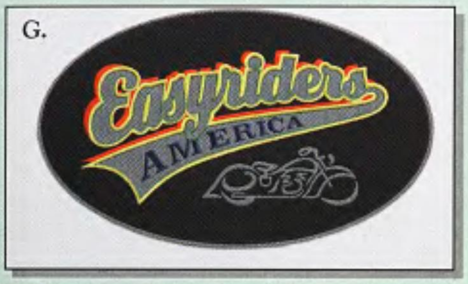

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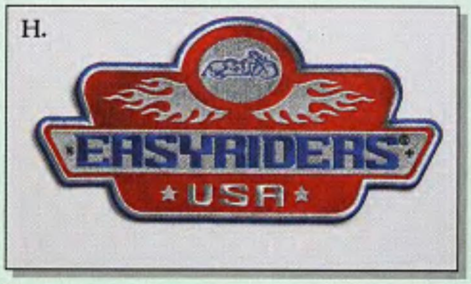


I.

PATCHES

Make something old look new again or make something new look even better. These richly embroidered patches will embellish any garment and add that little extra something. Pick out a couple and see what they do to a jacket, vest or pair of jeans.

A. The Red Line Bike Patch
180102 Large 11″ $13.50
P180110 Small 5.5″ $8.00

B. Americano Patch
180103 Large 11″ $14.00

C. The Tribal Skull Patch
180104 Large 11″ $18.00
180111 Small 5.5″ $ 9.00

D. Purple Wing Patch
180105 Large 11″ $19.00

E. Waving Flag Patch
180106 Large 11″ $24.00
P180112 Small 5.5″ $12.00

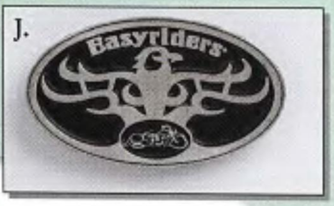
F. Gothic Bike "Reflective" Patch
180108 Large 11″ $30.00

G. The All American "Reflective" Patch
180109 Large 11″ $30.00

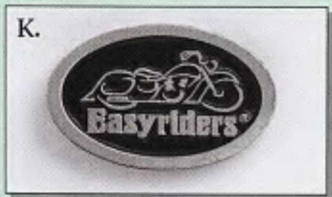
H. The Emblem Patch
180107 Large 11″

I. Easyriders Embroidered Skull/Logo Patch
180101 (3" dia.) $8.95

J.



K.



L

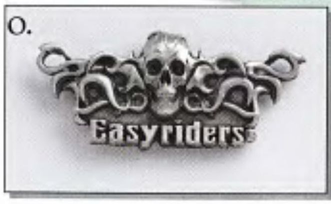
M.

PINS

These pins are skillfully crafted with detail that makes a statement. They are made of pewter some even have an added detail of decorative stones.

N.

O.



P.

J. Brushed Metal Pin
610005 $5.00

K. Oval Line Bike Pin
610007 $5.00

L. Chrome Skull Pin
610008 $5.00

M. Winged Engine Pin
610006 $5.00

N. Iron Cross Pin
610009 $5.00

O. Tribal Skull Pin
610010 $5.00

P. Purple Wings Pin
610011 $5.00

Q. *New!*

R. *New!*

S. *New!*

T. *New!*

U. *New!*

KEYCHAINS

Choose a key chain for it's usefulness or just it's great look. To help you make a choice we offer the *Easyriders* leather fringe keychains that are gentle on your paint job. The handy little knife keychain comes in handy just about anywhere so you may want to get one of each.

Q. The Iron Cross Fringe
5000 $11.95

R. The Eagle Engine Fringe
5003 $11.95

S. The Line Bike Fringe
5001 $11.95

T. The Tribal Skull Fringe
5002 $11.95

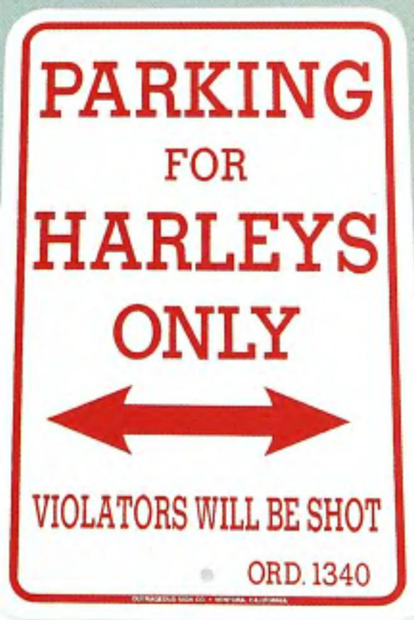
U. The Keychain Knife
40001 $15.00

V. Retractable Keychain

This heavy duty keychain has a heavy duty metal clop on the back to hang on your belt. The metal chain retracts into a polished nickel case with an Easyriders logo.
300159 $11.95

V.

W.



W. Harley Parking Sign

Let it be known who parks in your driveway with this Harley sign. Metal sign "Violators Will Be Shot"A great gift for birthdays, holidays, or anniversary.
S150091 $29.95

Phone: (800) 247-6246 or
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www.easyriders.com

A. THE ASH TRAY

It seems this classic design has been around and there has never been an improvement on its timeless function. It's a bargain you can't pass up.
610002 $5.00

B. SHOT GLASSES

Traditional shot glasses with the *Easyriders* logo to give it a little pizazz. Drink up!

610001 Clear	$4.00
610000 Black	$5.00
610004 Tall	$5.00

C. Zipper Pulls

Where do you need a handy zipper pull? On a vest, jacket, your kids back pack? These little guys come in handy all the time and dress up a plain black jacket like a fine piece of jewelry. There are many to choose from...get a couple!

C. 6001 Line Bike w/Easyriders	$5.00
D. 6004 Tribal Eagle	$5.00
E. 6002 Skull	$5.00
F. 6005 Diamond Plate	$5.00
G. 6000 Line Bike	$5.00
H. 6003 Engine Eagle	$5.00

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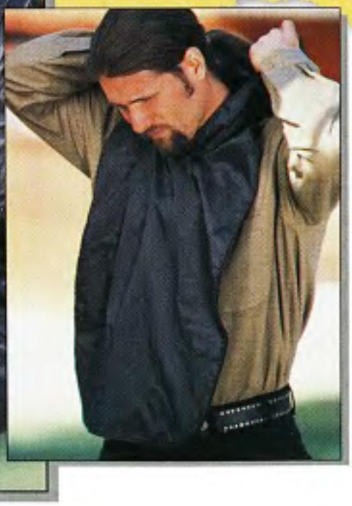
I.

J.

K.
New!

L.
New!

M.



I. Easyriders Multi Tool

Most everyone knows how handy this little tool is. The only question is "Do you have one".
40000 $18.95

J. Touring Goggles

Keep the bugs out of your eyes, protect your contact lenses or just look cool in these touring goggles.
321090 Clear $24.95

K. The Collectable Easyriders Pens

These precision writing tools are more than just pens, they express the rugged hand of those who ride, plan to ride or wish to ride. These are must have pens for collectors.

40003	The Tool Pen	$19.95
40002	The Braided Pen	$21.95

L. Zippered Bottle Wrap

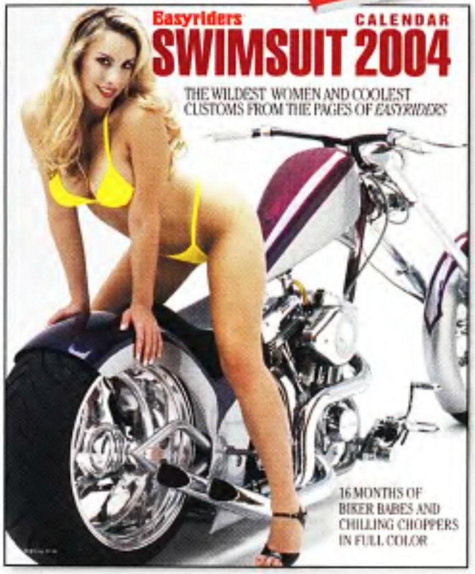
Keep your hand warm and your drink cold with this neat bottle wrap.
610003 $5.00

M. Chillbuster

Beat the cold with the Easyriders cotton/poly chillbuster. It completely covers the chest and neck area and features a secure velcro closure.
700047 $29.95

A.

B.



A. Tech Tips and Tricks

Volume 1 has been reprinted because of popular demand. Volume II is jammed-packed with the latest in short cuts and fast cuts. Volume III has tips that can save time and money. Volume IV is the latest edition filled with great new tips.

Vol. I, 060207	$14.95	Vol. III, 060202	$14.95
Vol. II, 060200	$14.95	Vol. IV, 060210	$14.95

060220 All four Volume 1 thru Volume 4 for only $47.95 *(Save 11.85!)*

B. 2004 Swimsuit Calendar

Let the next 16 months take you on a journey of hard bodies, soft curves, and absolutely Incredible bikes. A great way to count down the days until the next one.

CEA004 $9.99

C. Flame Knit Beanie

On or off the bike, these flame beanies will keep the heat from leaving your body. Yeah, you'll be warm and look cool at the same time. Available in three colors, shown left to right.

300130 Yellow/Black/Red	$19.95
300131 Red/Black/Orange	$19.95
300132 Orange/Black/Yellow	$19.95

C.

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EZ

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FAIRPLEX
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JANUARY 10TH
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Sacramento, California
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SACRAMENTO CONVENTION CENTER
Charlotte, North Carolina
JANUARY 24TH
CHARLOTTE CONVENTION CENTER
Memphis, Tennessee
JANUARY 31ST
MEMPHIS COOK CONVENTION CENTER
Louisville, Kentucky
FEBRUARY 7TH
KENTUCKY INTL. CONVENTION CENTER
Columbus, Ohio
FEBRUARY 13TH, 14TH, 15TH
VETERANS MEMORIAL
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